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EARLY HISTORY

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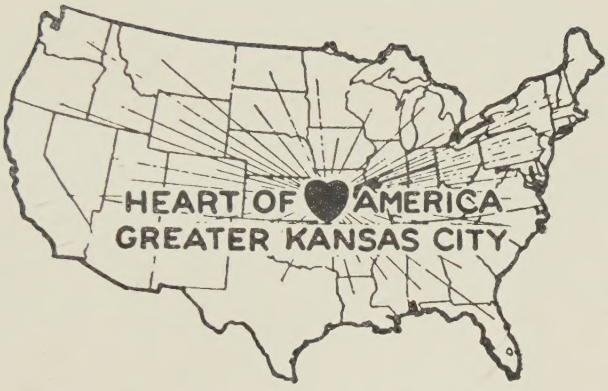

The Prophetic City at the Mouth of the Kaw

Diamond Jubilee Edition
1928

Volume I.

EARLY HISTORY
From October 12, 1492, to 1870
Illustrated.

CHARLES P. DEATHERAGE
Kansas City, Missouri
1927.

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ERRATA

Page 47—2nd paragraph should read, "La Salle on the 24th of July, after a voyage," etc., expunge the upper line.

Page 76—2nd paragraph, "John" should be "George."

Page 77—John Rogers Clark should read George Rogers Clark.

Page 79—Title to picture should be Cabildo. not Cablido.

Page 86—1787 should read 1799, under Boone's picture.

Page 162—y should be w in fourth line paragraph two.

Page 163—Last paragraph, St. Francis shoulr be St. Francois.

Page 182—Second paragraph, twenty-first line read companions instead of companies.

Page 271—In contents, fifth line, Platte should be Pratte.

Page 295—Photograph of Terminus, 2nd & Delaware should read Santa Fe, New Mexico.

Page 362—Second line from bottom should read distinct instead of district.

Page 387—Second line last paragraph should read twenty cubic inches.

Page 392—Next to last line first should be Manitou and second Moniteau.

Page 432—Second paragraph E. H. Herdon should be E. H. Herndon.

Page 467—Under Campbell residence North West should read North East.

Page 508—Wm Jarboe's vote should be 88 Instead of 338.

Page 511—Lower right photo is John Johnson, not Thomas.

Page 149—Seventeenth line should read Audrain instead of Adrian.

Page 510—Last line under Doctor Lykins should read 77th year and 1876.

History of Greater Kansas City

IN THREE VOLUMES

Diamond Jubilee Edition

Volume I. Early History, 1492 to 1870.

Volume II. Municipal History, 1853 to 1928.

Volume III. Industrial History to date, 1928.

All to be issued under the general title
and date—1928.

The Spirit of K

MANITOU, the great and mighty, ruler of the boundless West,
Planned to build a wonder-city on the river he loved best,
So he summoned all his helpers, lesser spirits of the air,
Saying: "Build for me a city, wonderful, supremely fair."

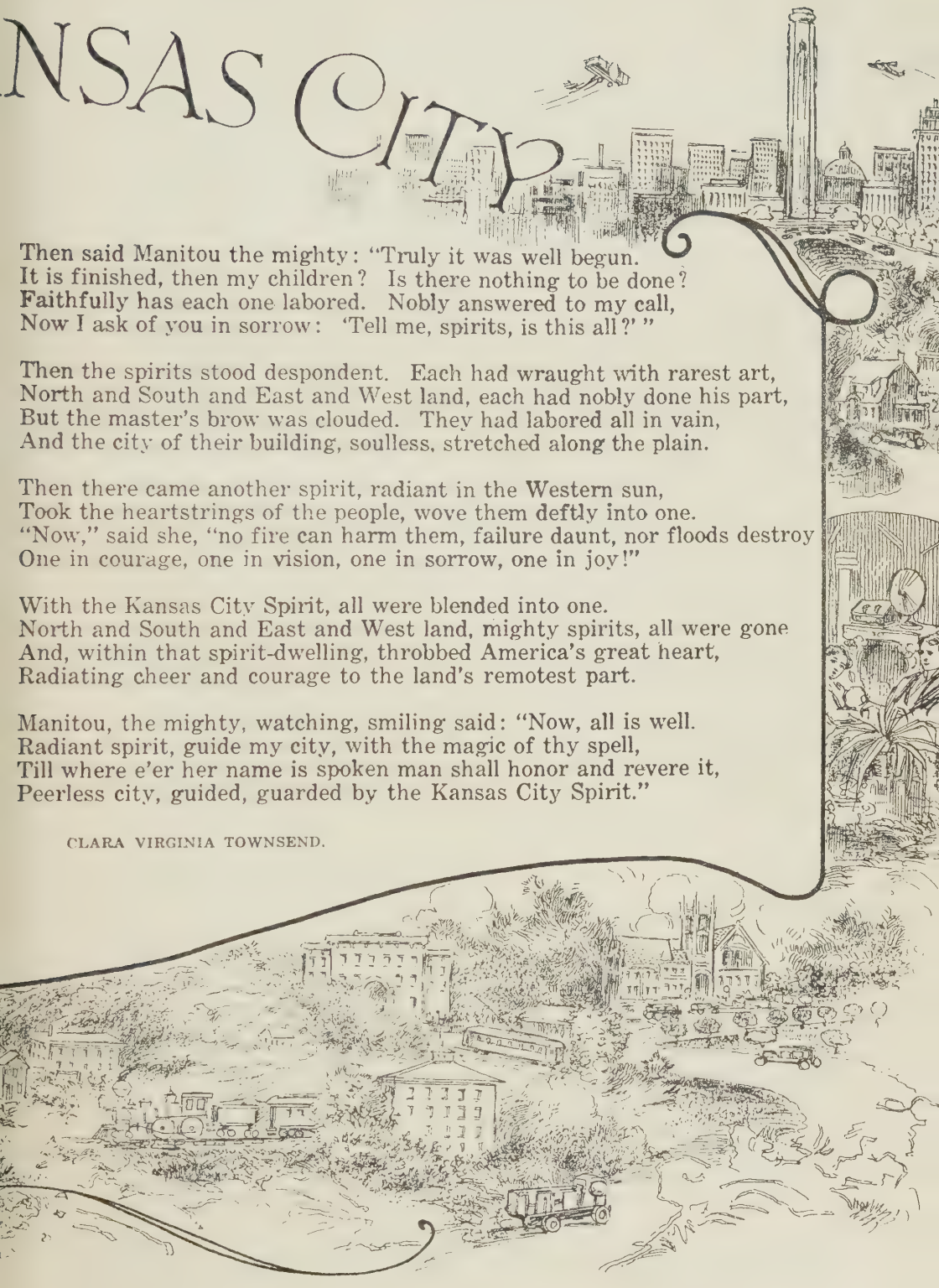
First to answer to the summons was the Spirit of the West,
Pioneers, in covered wagons, Mayflowers of a later quest,
Sturdy, brave, untiring workers, builded better than they knew,
Till, above the rushing waters, a young city rose to view.

Then The Spirit of the Northland came at Manitou's command,
Strong, progressive, earnest workers, sped the work with willing hands,
Harnessed rivers, spun forth railroads, brought new industries at call,
Milling, lumbering, packing, banking wrought prosperity for all.

And The Spirit of the Eastland with the builders took a place.
Church spires glittered in the sunlight, education grew apace,
Literature and Art and Music reared their temples in the air,
Eastern culture, Western spirit formed a combination rare.

Came The Spirit of the Southland, light of touch as ocean's foam
Touched the velvet lawns and dwellings, wove the magic spell of home,
Opened wide each welcoming portal, touched the streets and alleys bare,
Parks and boulevards and highways blossomed into beauty rare.

NSAS CITY



Then said Manitou the mighty: "Truly it was well begun.
It is finished, then my children? Is there nothing to be done?
Faithfully has each one labored. Nobly answered to my call,
Now I ask of you in sorrow: 'Tell me, spirits, is this all?' "

Then the spirits stood despondent. Each had wraught with rarest art,
North and South and East and West land, each had nobly done his part,
But the master's brow was clouded. They had labored all in vain,
And the city of their building, soulless, stretched along the plain.

Then there came another spirit, radiant in the Western sun,
Took the heartstrings of the people, wove them deftly into one.
"Now," said she, "no fire can harm them, failure daunt, nor floods destroy
One in courage, one in vision, one in sorrow, one in joy!"

With the Kansas City Spirit, all were blended into one.
North and South and East and West land, mighty spirits, all were gone
And, within that spirit-dwelling, throbbed America's great heart,
Radiating cheer and courage to the land's remotest part.

Manitou, the mighty, watching, smiling said: "Now, all is well.
Radiant spirit, guide my city, with the magic of thy spell,
Till where e'er her name is spoken man shall honor and revere it,
Peerless city, guided, guarded by the Kansas City Spirit."

CLARA VIRGINIA TOWNSEND.

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CORONADO'S FIRST BUFFALO.

Diamond Jubilee Edition 1928

Introductory

"How much owest thou?" was the text used recently by one of Greater Kansas City's most eloquent ministers, and the realization of our utter dependence on others: our insignificance in attempting to isolate ourselves from our daily environments; our connectional relationship and utter dependence upon the eons and atoms of creation, was so forcibly and vividly impressed upon the author that this introductory must be *per se* his fervent acknowledgement of the debt of gratitude to be discharged in the efforts herein portrayed.

In the advanced perspective, the strenuous task which looms up for solving in these volumes, the leading predominant thought presents itself through that Biblical truth: "There is no new thing under the sun," for while man has so recently demonstrated that the elimination of space is not only a possibility, but a practical reality, when instantaneous speech was made between London and New York, showing man's power over the elements of Nature as unknown hitherto; and as shown by Lieutenant Byrd, when he encircled the North Pole, thus aerialating the globe within a day's journey; yet this was all known at creation's dawn by an All Wise Creator, when, after each day's creation, He looked upon His work and proclaimed "it is good."

Man's apathy and the incompetency of his finite mind have kept him in semi-darkness these thousands of years, perhaps awaiting his Creator's time when he should be fully prepared to admit the fullness of the light, revealing these greater and higher achievements, held in abeyance, yet awaiting his pleasure since the seventh day when the Creator rested from His work. An All Wise Creator must have viewed through a perspective that extended from His edict: "Let there be light," down to the present, the wisdom of holding man in check, that he might always be subjective to the Creative Power, as evidenced by his thwarting man's progressive ideas at the dispersion from building the Tower of Babel.

Feeling the feeble incompetency of a finite mind, to grasp and compile into a commendable narration the activities of men of the New World, as they finally lead up to, and centralize their achieve-

ments in the building of this, the prophetic and magnificent city at the Mouth of the Kaw, in this introductory, wherein the leading thought is that, "There is no new thing under the sun," the author herein states briefly the incentive, when he acknowledges his aspirations were aroused by thoughts of one, unnamed at the present time, to attempt in some diminutive degree to discharge the debt of gratitude he owes to Greater Kansas City.

Once aroused, with encouraging thoughts from friends, the delving began, and while it is an arduous and very strenuous undertaking, and will require years of time and much self sacrifice, however it will be but a "labor of love," if a true story of our far-famed city, may be accurately, dependably, and properly placed before the world.

All readers readily recognize the limitations of any author, are confined to the use of the twenty-six characters of which the English language is composed, and there will not be a single new one used, hence he will find absolutely nothing new in these volumes, but if out of the several hundred thousands of words found in Webster's Unabridged, (not exceeding ten thousand allotted to the vocabulary of ordinary mortals), he may be permitted to form such a combination of words into phrases and sentences, that every intelligent thought herein conveyed may not be in an unknown tongue, not a single word employed in the distribution of this knowledge to every good American Citizen for his perusal and ultimate benefit, then the author will feel thoroughly recompensed for the exercise of his strenuous labors and excessive energies that they have not been in vain.

It is questionable, whether in this introductory there should be any attempt made to return grateful acknowledgements unto all from whom the historical facts herein have been obtained, for it would be a strenuous task indeed, bordering on the impossible to list all the sources from which they have been drawn, as accuracy has been the chief aim, in all the striving researches, in order to avoid, if possible, the many erroneous statements which creep into history unawares, which are afterwards quoted down the ages as truths, to be combatted, discredited, and made to appear ridiculous by some more diligent researcher, who seeks the origin of historical facts.

As an instance in this regard, there is given in some histories a reference to Kansas City some day becoming a great commercial center, as prophesied by Senator Thomas H. Benton in the forties or fifties of the nineteenth century, and yet after diligent search and sharp inquiries from State Historical Societies, and others, among those who make answers to questions of a historical nature with the great Congressional Library at their command, we have been unable to give a definite date as to when this prophecy was made.

Kansas City is not yet three-quarters of a century old, and yet, when an attempt is made to prove any date beyond the period of our daily papers, it goes back into the realm of conflicting recollections of pioneers, at this date with very much impaired memories. A case in point, is that of Father William J. Dalton, just recently laid to rest in St. Mary's Cenetery, than whom there was no better informed man in Greater Kansas City on its early history and for whom the author had a particularly high esteem, and yet more than eight months before his passing the author realized that great mind was fast slipping away from him, was not functioning as formerly, and his days for historical accuracy had been numbered.

Beginning with home folks the author feels deeply indebted to our City Librarian and his efficient corps of assistants at the Main Library, more particularly those in the "reference room."

The next to them our highly appreciated daily newspapers; The Kansas City Star, and the Kansas City Journal-Post, for their many courtesies and assistance in many ways to make this work a success. To the Star's efficient library is due special praise, for in this day of encyclopedias, and books of knowledge, it stands first in accuracy of Kansas City events.

In general histories on Missouri and Kansas, there are two which stand pre-eminently as the first on their respective states: that is Professor Louis Houck's History of Missouri, and William E. Connelley's History of Kansas; and as to our acknowledgement of our high appreciation of our friend and fellow townsman, Mr. Philip Edward Chappell's History of the Missouri River, it is only necessary to say, his untiring painstaking labor was worthy of the man, and without which our waterway, the longest river in the world from mountains to the sea, would be forgotten, or known only as the graveyard to the hundreds of boats that once rode on its swirling waters. It is hoped the youth of our city will make use of these volumes, so that they will not have to ask the question, "Was the Missouri River ever navigated?" To an ex-fellow townsman, Dr. Paul B. Jenkins, now of William's Bay, Wisconsin, we would gratefully acknowledge our indebtedness, for his ten years of research in order to place before the public that little historical book, "The Battle of Westport," so highly prized by all who meet annually to commemorate that struggle. And in this connection our warmest thanks are due Miss Clara Virginia Townsend, not only for her poem, which is given as a frontispiece in Volume I, which won the prize given by The Star in 1924 in the great contest wherein more than one thousand participated, but for that beautiful little get-to-gether poem, "The Blue and the Gray," used in connection with the Battle of Westport.

There were many other histories consulted in the preparation of this Volume One; Spalding's Annals of Kansas, The Annals of The Missouri Valley Historical Society, Dr. Josiah Gregg's Commerce of the Prairies, and many others, including Benton's Thirty Years View, and Congressional Globe. While there are many incidents of revengeful bitterness, atrocious murders, hangings and many other depredations belonging to Kansas City history during the war, the author has refrained from filling these pages with them, giving only the assassination of Thomas Johnson, the founder of Shawnee Mission, the massacre and burning of Lawrence and the Battle of Westport, as the three outstanding events of the war so far as Kansas and Kansas City were directly involved.

Our information from Stucker's History of Kansas and quotations from the histories issued by the Kansas Historical Society are duly acknowledged in connection with the quotations from the same. We are indebted to Franklin Hudson Publishing Co., for the latest life of Charles W. Quantrell, the Guerilla Chieftain, and his biographer Harrison Trow, as well as other publications.

Special acknowledgement is also due to that earliest history of Kansas City, written by W. H. Miller, in 1881, and to Theodore S. Case, 1888, and Mrs. Caroline Westlake Whitney in 1908, none of whom have properly solved the Benton date of prophecy.

In connection with our Foreword, our acknowledgement was expressed to the two Chambers of Commerce, for their appreciative letters, and the heads and chief officers of these bodies have shown their true loyalty to their native or adopted city by answering our appeal, but the great body of these two organizations have yet an opportunity to show they are not members in name only, but worthy in their loyalty to every effort put forth for the upward growth of our city. These volumes will be placed in Historical Societies and Libraries from coast to coast, and the men who are now making the strenuous effort to make a greater Kansas City, are awaiting the opportunity to assist us in making this work a complete success, in showing to the world the true story of Greater Kansas City.

As a parting word the author feels truly grateful to all who have so kindly assisted us in making this work possible, and to those few who are inimical, who seemingly have no appreciation of the foundations laid by their pioneer fathers or grandfathers, of past generations, who accept all they receive without a thankful thought of the perils of the past, we herein commend to them our final words, in the language of Sir Walter Scott, while we submit these volumes to friends and a generous and appreciative public believing they will realize and accept the teaching, that: "To err is human, to forgive Divine."

"Breathes there a man, with soul so dead,
Who never to himself hath said:
This is my own, my native land.
Whose heart hath ne'er within him burned,
As home his footsteps he hath turned,
From wanderings on a foreign land.
If such there breathe, go mark him well,
For him no minstrel's raptures swell,
High though his titles, proud his name,
Boundless his wealth, as wish can claim,
Despite those titles, power and pelf,
The wretch contented all in self,
Living shall forfeit fair renown,
And doubly dying shall go down,
To the vile dust, from whence he sprung,
Unwept, unhonored and unsung."

The Author.

Early History of Greater Kansas City

Volume I—1492-1870.

RETROSPECTIVE

CHAPTER I

The Unfolding of the Panoramic Film of The Revolving World, Man's Desire to Subdue and Conquer the Earth, The First Historian, Seeking a Starting Point, Interlude in Great World Picture, Dawning of New World, Columbus and Date Indisputable, Cortez and Conquest of Mexico, Coronado and De Soto, Other Discoveries in Sixteenth Century.

"'Tis greatly wise to talk of our past hours."—Young.

The world moves, and acknowledging the truth of that well known Shakespearian aphorism that man is but an actor upon it, the historian is the chronicler of those acts whether past or in the passing, as the panoramic film unfolds in its speedy revolution from day to day, giving a glimpse of his activities as they have appeared in the dim distance of the departed past, and momentarily flashing upon the scenic screen pictures of the present to fold into the films for the generations yet to follow.

While our planet revolves upon its axis, and annually moves forward into the boundless depths of immeasurable space, as it accompanies the solar system, with the incredible velocity of about one thousand miles per minute, man is kept upon its surface, an insignificant speck, like flies upon the ceiling, balanced between the laws of gravity and the centrifugal forces which tend to hurl him into illimitable space.

The historian of the past had not the moving pictures of the present, to assist him in recording the fleeting scenes as the curtain was raised upon the world's stage in the ancient and medieval ages, yet the historian is required to relate the activities of man whether in the centuries numbered in the dim and forgotten past, or that in which we move, and at best the quick transition comes and goes, so

that a passing thought can only be given in the feeble volumes we may leave to the delvers after truth in the future.

Notwithstanding the tendency of the present age is to step upon the fleeting moments, regardless of the epochal struggles man has made in the past to arrive at the achievements of the present, there was implanted within him, by his Creator, an implacable desire to search out and know the truth as revealed by his diversified movements throughout the thousands of years in the Old World, and the few centuries known in the New World, and while the film of the world is unfolding from day to day, there has ever been an enchanting thought, to catch the passing hours, and chronicle their truths from the dawn of civilization to the present.

The records thus made and preserved in pyramids and tombs of the kings of ancient Egypt, and the lands of the Chaldees, are even now being brought to light, as the great archeologists are seeking and digging out from the debris of the ages, even from the first city mentioned in history, Ur of the Chaldees, proving that while a few Bedouins of the desert still retain in a limited degree a desire to roam over the wastes of the great Sahara, untrammeled by the restrictions of civilization, yet man's gregarious nature has ever been predominant. Beginning in the tented fields of Abraham the geometrical increase of his migrations, in all ages of the world, has shown that irresistible forward movement from rural to urban communities, easily shown by recorded facts of the historians of the Old World stretching over thousands of years, and continuing with increased energies in the few known centuries of the New World.

While the revolving film is within the scope of our present perspective, as we note the passing of the centuries these movements of men, in the great drama of life, as chronicled must make a true and continuous record of those handed down to us traditionally by our forebears, or the relating of facts and narration of actions as they have come within the scope of our own observations.

These narrations must be true, that their causes and effects may be properly deduced, for if otherwise, they become mere fiction.

True history is alone valuable as a reference, as the stepping stone from which our posterity may rise to greater heights in conquering the earth, and only true history is worthy to be deposited within the cornerstones of those edifices or monuments we may erect for posterity.

When sealed within the walls, or deposited within the vaults or mausoleums where the most sacred memoirs of our generation are kept, may we now feel when away down the cycling thousands of years of the future, when our names have long since been forgotten, when some cataclysmic period may again inundate the world, and a long reign of the "dark ages" has passed, and again a new civilization may people the earth, and their great archeologists may be obsessed

by some Pompeian desires to begin their excavations to lift the veil, to clear up the dust and ashes of the forgotten ages, and while our bodies may not be preserved, as the ancient Egyptians, to excite the curio hunters of the unborn generations, as now the excavators of today bring to light the mummified bodies of a Tut Ankh-Ahmen and others, yet may they at least find such decipherable relations of the activities, deeds, and achievements of our age and generation that they may profit thereby, and accept the undoubted truth that we did not live in vain.

It is with these thoughts the writer trusts he may write such a History of Greater Kansas City, at the Mouth of the Kaw, that the genealogist of that prophetic age may be able to reconstruct and tell with reasonable accuracy the measure of the enlightened age in which we lived. Possibly this retrospective chapter may appear to some like a preface, as that word implies a going before, yet desiring to reverse the order somewhat, to give something different, for the preface instead of being the first, should be the last written, for it should be a concise review of the whole work, properly telling its aims and full scope, thus acquainting the reader with an explicit indication of what he may expect in the perusal of its pages.

Moses was the first historical writer, so far as we have any authenticated record, and if we are to profit by this illustrious and inspired exemplar, we must at once recognize the self evident fact, that all true history not only narrates the activities of men as they move forward in their pursuit of happiness, ever advancing step by step to a higher and nobler plane on which we may live, as generation after generation adds to the possibilities and achievements which have gone before, and more especially in its biographical sketches does it show every trait of human character whether it be good or evil. Therefore if the first historian is to be our guide and we may chronicle all historical facts regarding Greater Kansas City, the reader is requested to digest them as historical and not as individual opinions of the writers.

Moses had one very distinct and marked advantage over every writer of any particular history of today, in that he had a beginning, a distinct starting point, for he commenced there: "In the beginning," and from that he chronicled all that was revealed to him by his Creator or placed the same upon the sacred pages as he learned it traditionally from his ancestors, who had kept these traditions inviolate as they had been transmitted from father to son down the ages.

Again referring to man's gregarious nature, this predominant characteristic in his movements from creation's dawn, has ever tended to centralize his energies in the accomplishment of his fixed purposes in certain designated locations wherein the concentration of thought towards some betterment of the race is sharpened when coming in

contact with the thoughts of his fellow man, in his endeavor to subdue the earth, and bring all created things under his indomitable control as designed by an All Wise Creator, yet with certain limitations as plainly evidenced in the dispersion at the Tower of Babel.

In watching with eager interest the rapidly unfolding film during the centuries as they have passed down the corridors of the ages of the Old World, we find them very highly embellished and vivified with the activities of actual, as well as mythical heroes and heroines, who have made the names of poets and historians immortal, who preserved them in song and story, as they recounted their achievements and deeds, in order that we may know how men were engaged, as they represented their parts in the respective ages, in which they were the players upon the stage of action.

It is not our province, nor have we any desire to take our readers back into the historic past of the Old World, but as the film of the ages is passing in unintermitting review before us, we are desirous of finding an interlude, wherein an invitation may be given to change the film, so that there may be presented a suitable and acceptable starting point, an acknowledged date, unquestionably indisputable to the historian, the critic, the scientist or any others, who take delight in casting thoughts crosswise to accepted truths or theories of whatever nature.

Our greatest lexicographer, Noah Webster, gives the Latin, Greek and various other headings in his definition of history, but a clause or sentence from his lengthy definition is sufficient as the foundation guide to the truths we desire to chronicle in these volumes, which are these: "A narration of events: A true story in distinction from a romance: A statement of the progress of a nation or an institution with philosophical inquiries respecting effects and causes."

If in our endeavor to give within these pages a true story, "The narration of events with philosophical inquiries respecting its effects and causes," as to why we deem the fifteen miles square upon God's wondrous footstool, wherein we may centralize or focus the activities and achievements of the six hundred thousand souls now centered near the mouth of the Kaw, and the million that may constitute the population of a Greater Kansas City within the lives of some of our readers now living, we will feel we have proven its worthiness of a Place in the Sun.

As we have said, Moses had a starting point, and yet, that starting point is uncertain to many today, as they speculate upon the age of the earth, whether it is six thousand years since that beginning, or whether many millions of years, as some claim; therefore we are desirous and believe we have solved the problem in selecting a date acceptable and indisputable to all.

That date we will reveal as we break into the great world film and cast upon the screen that humble Genoese plodding around the

world courts of the nations bordering on the Mediterranean sea, leading his little dog Fido, obsessed by a thought far in advance of his day, that by venturing into the unknown, treacherous and mythical Atlantic, and sailing continuously westward, he would sail around the world, and find an improved route to India. Perhaps at this point it were well to reflect long enough to give a deserving thought to the keen perception of woman, for had not Queen Isabella of Spain, espoused his cause, who may say a new continent might have waited many years before its final discovery? It is commonly accepted, and to this daring, intrepid navigator is given the credit of discovering the New World. We are not concerned about giving the details of that voyage as he set sail in the three little vessels, the Pinta, the Nina and the Santa Maria, but give this to center our thoughts upon the date, our starting point.

We are cognizant of the fact that the claim of his being the first to discover the New World is justly disputed at this time, and that the Norsemen and possibly others had skirted the coasts of the New World many centuries before, even as far back as the eleventh century, but that does not disprove our assertion that we have chosen an indisputable date as a starting point, recognized the world over that Columbus landed on the Island of San Salvador on the twelfth day of October, fourteen hundred and ninety-two. From this date therefore, we propose to reckon all other dates, as we gradually lead up to the founding of our now prophetic city.

While the writing of the history of a city of half a million or a million souls may seem to many but a small contribution to its many illustrious achievements, a slight reference to a few cities of the Ancient World, and even down to the modern, may have a tendency to convince those who think lightly of the task that the scope included in the history of a city, many times embraces the Country, the State, the Empire. Perhaps we could name cities equally as well known as our own today, seemingly secure against the imperceptible changes which often occur at any period in the world, now being uncovered, after the lapse of many ages, showing how unmindful their people were of any impending catastrophe, that may teach us we are but players upon the stage and the curtain may drop, and the number of our act close at any time.

If our readers will turn the leaves of history back over the few centuries, they will quickly learn Ninevah was Assyria, Babylon was Babylonia, Athens was Greece, Rome was the Roman Empire, while near by that hidden city Pompeii, and in modern times we speak of Berlin, Paris, and London, when making any particular reference to the German, French and English peoples.

While the New World is somewhat different, with its diversified industries of the day, its vast stretches of agricultural lands upon which the growth of internal cities depend, yet the history of a city

naturally includes its environment, the effects and causes which make it complete.

When Columbus landed on San Salvador Island, he met there a race of people unlike any other in the world, and believing he had arrived in India, the name of Indians was given to them, and as we will encounter them as the Aborigines of the New World, we here begin our history with their discovery, ever mindful of that great and perplexing question in regard to their origin, from whence they came and how they came, is still speculative, and so far as this history is concerned, we will leave that question unsolved.

The news of Columbus' wonderful voyage and discovery of a New World, quickly spread over the Old World, and many Spanish navigators accompanied by adventurers of all classes were soon following him across the Atlantic and, cruising around in the vicinity of San Salvador, discovered other islands of the West Indies, and within thirty years a force led by Fernando Cortez, in 1519, discovered and landed on the mainland of Mexico. Cortez immediately began the conquest of Mexico, continuing his subjugation of those people from 1519 to 1527, when he had conquered their capital city, Mexico City, and Montezuma, their great chieftain, thus recorded as the first conquest of the New World.

The country was conquered, the Spanish flag set up claiming all that vast territory in the name of the King and Queen of Spain, as far north as the Gulf of California, naming it New Spain. From the exploration of the country through the various expeditions Cortez sent out from his headquarters, the old City of Mexico, he received numerous rumors through the Indians from the north about the great wealth of the country, of marvelous cities, even excelling those he had already conquered and he had planned to make excursions into this much heralded source of wealthy domain in the interest of his country, but the New World being effected with political jealousies, Cortez was recalled and a new governor was appointed.

The successor of Cortez, Antonio De Mendoza, the first Viceroy of New Spain soon determined to send out a great expedition to exploit the country in the far north beyond the then known boundaries, to search for the Seven Cities, and after mobilization of an army of some twenty thousand Indians and four hundred Spaniards the expedition was placed in the hands of Franscisco De Coronado, and his complete story is beautifully told in Winship's Expedition translated from the Spanish.

We have made diligent search after settling our starting point, to find if possible the name of the first man, not an Indian, who ever made a footprint in the sands of the Missouri river at the mouth of the Kaw, and while we are satisfied Coronado never reached here, some think he came as far as Bonner Springs, but as he was evidently the first man not an Indian, who traversed the territory now com-

CORONADO FIRST ON SANTA FE TRAIL—1542.

prised within the trade territory of Greater Kansas City, we have thought it advisable to incorporate in this first chapter a brief synoptical sketch of his expedition.

Cortez' complete subjugation of Mexico was finished in 1527 and peace reigned throughout New Spain. It is told that in 1530 the President or Governor of New Spain had secured a young Mexican Indian as a slave in his household and this young Indian often told how he had followed his father into the back country far to the north, forty days' journey, to a people with whom they had traded feathers and trinkets for gold and silver. And in his simple boyish way told of seven great cities which they visited in these journeys. These stories were probably augmented and partially verified by other rumors which reached the ears of the governor in the ten years intervening from 1530 to 1540, when he determined to raise an army for this search of the seven cities and the source of the gold and silver.

Having determined on this expedition the Governor raised an army of twenty thousand friendly Indians and four hundred Spaniards, mobilizing the same at Compostelo on the west coast of Mexico, west of the City of Mexico. Starting northward with his army he reached the City of Culiacan, where his government ended, and the new province of Galicia began. They were delayed for some time at Culiacan and the President after establishing the City of Culiacan, determined to return to the City of Mexico. On his return trip he established the cities of Compostelo and Tenala, now Guadalajara.

Francisco Vasquez De Coronado was placed in command of the expedition to follow the guidance of the Indian slave to the Seven Cities. Coronado was appointed commander of the expedition February 23, 1540, and reached Culiacan on Easter morning, March 28, and left there on April 23rd with seventy-five horsemen and a few footmen as the greater part of this army had returned to Mexico with the President. With this small squad he reached Cibola on July 7th. From Cibola he sent out exploring expeditions to the surrounding territory going eastward to Tignex a little southwest of Santa Fe, New Mexico. He wintered here and at Cibola. A Turk here told him of a town called Quivira. While at Cibola he sent out one of his trusted men, by name Diaz, in September, 1541, who explored the country along the Gulf of California, going beyond the Colorado river, hence being first white man in California. Diaz died on his return from this trip.

April 23rd, 1541, Coronado started with all his forces from Tignex to cross the Buffalo plains for Quivira, where he arrived with thirty horsemen thirty-two days later. This is the trip in which Coronado traveled over the Santa Fe Trail for forty-two days, being nearer the Missouri river than any Spaniard up to that time.

Contemporaneously that other great Spanish explorer Ferdinand

De Soto had discovered and crossed the Mississippi river in May, 1541, and traveled quite a distance west, and possibly these two great Spanish explorers came within one hundred miles or more of meeting, and we may be thankful today that there was a "Divinity which shaped our ends," for who may say had they met, they might have joined forces and continued their advance even to the Kaw's mouth and possibly would have taken possession of the country in the name of the King and Queen of Spain and we of this country would have been as the South American countries of today.

There is no doubt that Coronado was the first man not an Indian to travel over possibly five hundred miles of the Santa Fe Trail, and it was his trail and the buffalo trails that our pioneer Santa Fe trailmen first followed. This was made in 1542 when Coronado spent some time in Quivira, leaving there the middle or last of August. From August to October 2nd, when he returned to Tignex, he is supposed to have ridden north and east in search of the Seven Cities. Where he put in his time from August to October 2nd, when he returned to Tignex is doubtful. Some have claimed he went as far as Nebraska, some to Bonner Springs and some into Central Missouri, and in one map supposed to give his route north and east, he seems to have looped back from some point on the Kaw near Topeka, hence we conclude he never made his footprints in the sands along the Kaw or Missouri rivers within our present boundary lines of fifteen miles square.

He returned to Mexico in 1542 and there is no doubt but that his expedition was the lead that afterwards brought the Spaniards still farther north and east in their explorations of the Great American Desert, where buffalo and even wild horses and Indians were found in that early day.

From Coronado's writings we learn what existed in this primitive country in the beginning of the sixteenth century. It is interesting to know the Indians were supplied not only with an abundance of fresh meat from the buffalo and other wild animals, but other things were found, such as flax on the banks of the rivers, and cotton was also raised by them, showing their ability to sustain life; when to the above are added the nuts, mulberries, prunes and wild plums, all in great abundance, showing a very marked contrast to some of the colonists who settled on the Atlantic seaboard some three-quarters of a century later. Quivira was situated in the farthest point in the northeast corner of New Mexico, and from this point Coronado explored the country for two hundred leagues around it, which would take him as far north as Pueblo, Colorado, and as far east as Topeka, Kansas.

In Coronado's narrative, we find many interesting descriptions of the primitive conditions of the countries through which he passed, and many of our scientists of today are busy digging out many

mysteries of that ancient race on our continent known as the Aztecs, and notwithstanding the centuries have passed, that country still presents feasts for our people who have little idea what may still be seen along the boundaries of the Rocky Mountains.

In some of the Indian villages they found houses five stories high, built around courts, with balconies running along the upper stories used as streets to enter their dwellings. Some of the natives found were friendly, supplying them with their surplus stores of food. The children and young women were dressed in nature's garb until they were married.

The total distance Coronado traveled from the City of Mexico is given as nine hundred and fifty leagues. He possibly traveled between four and five thousand miles, about equal to Colonel Doniphan's raid three hundred years afterward. These dates take us far back into the history of the New World, but it has been claimed that Santa Fe, New Mexico, is the oldest town in the United States. While this may be questionable we know the McDonald Lumber Co., of Kansas City, Missouri, shipped the lumber in 1883, to be used in the building of a great amphitheater there, in which they celebrated their "Tertio Centennial" of the founding of Santa Fe. Possibly St. Augustine, Florida, founded in 1565, antedated them a few years.

Again expressing our thankfulness that Coronado failed to reach our great river, however we gladly acknowledge the artery of trade which he traversed has proven a great feeder to the wonderful growth of Greater Kansas City, and the trade and commerce drawn from that territory, the Great American Desert, of the sixteenth century is an inestimable factor in the building of our future.

To show the pushing, daring spirit which actuated the Spaniards of that time a few dates seem appropriate and admissible.

In May, 1541, De Soto discovered the Mississippi river, crossing it, extending his explorations some distance out in Arkansas, dying at the mouth of the Red river April 17, 1542, was buried at night in the Mississippi river.

June 27, 1542, Cabrillo started on his voyage up the California coast, and died in January, 1543, and his vessels returned to New Spain in April, 1544.

November 1st, 1542, Villabolo started across the Pacific ocean. His fleet met many misfortunes and losses. The survivors finally returned to New Spain five years later.

November 30, 1544, Sebastian Cabot published his map of the New World.

The first discovery of the mainland after the landing of Columbus was made by another illustrious Spanish explorer and navigator, one who had been appointed as Governor of Porto Rico. He had heard that there was to the north, a land of great beauty and wealth, and also there had been found springs of water, from which if a man

drank, his youth would be restored, hence we find Juan Ponce de Leon, commanding an expedition landing on the coast of Florida March 27, 1512, in search of the Fountain of Youth. The day of his landing was Easter Sunday, in the Spanish *Pasques de Flores,* so that from this discovery day, and the many flowers he named it Florida.

After some unsuccessful exploring of the lands, and meeting the Indians, who received him in a friendly manner, he returned to Spain to receive the grant and appointment of governor to his newly discovered land and in his absence some rich planters from Santo Domingo, seeking slaves to work on their plantations, with a leader named Lucas Vasques de Ayllon, landed on the Florida coast, and being received by the friendly Indians, treacherously decoyed them into his vessel to inspect it, and suddenly closed down the hatches, imprisoning the Indians, set sail carrying them with him as slaves.

When Ponce de Leon returned with all his acquired grants and commission as governor and attempted to colonize his new possessions, out of revenge for the Indians who had been kidnapped by the planters, he found them very hostile, giving him much trouble, and in an attack he was mortally wounded and died in 1520.

The next explorer after Ponce de Leon was Narvarez and others of small importance, but one we have already mentioned in connection with Coronado deserves more especial mention, as he was the first of which we have any really authentic account that he reached Missouri territory, and the first white man that explored the southeast part of the state.

One of the members of the Narvaez expedition, Cabeza de Vaca, who was lost in the failure of that expedition and wandered for some years, at last returning to Spain, gave a wonderful description of the wealth of New Mexico, Arizona and the northern part of Mexico, so that De Soto determined to head an expedition, possibly the most formidable up to this time that had ever sailed for the New World. He left Spain in 1538 with six hundred men, cavalry and infantry in seven ships, reached the Island of Cuba, first touching at Santiago and afterward at Havana, from which port he sailed for Florida May 18th, 1539. His fleet from here comprised five great ships, two caravels, and two brigantines, and landed at Tampa Bay May 30th. He brought swine and horses for his settlement. He had much trouble in his march through the wilderness, in Alabama, finally crossing the Mississippi river at a point below the mouth of the St. Francois river, but there are many different points set out as to the exact place of this crossing. There are numerous books extant in reference to the exact route taken by De Soto after crossing the river. After four or five days' march through the wilderness intersected in many places by morasses, on the fifth day, "from the summit of a high ridge" his followers "descried a large village containing about four hundred dwellings."

DE SOTO DISCOVERING THE MISSISSIPPI RIVER, 1541.

He must have kept near the river as he traveled north, until he came to this large village of the "Casquins." De Soto continued his march north, until he reached the present limits of Missouri. His description of the friendly treatment by this great tribe was shown as he rested his army here, and as it was May, the Indians quickly built rustic bowers out of the green branches in the groves nearby. A great necessity for rain was apparent at this time, and the chief with his principal subjects visited De Soto, and making profound obeisance, said: "Senor, as you are superior to us in prowess and surpass us in armies, we likewise believe your God is better than our God. Those you behold before you are chief warriors of my dominions. We supplicate you to pray to your God to send us rain for our fields are parched for want of water." De Soto answered that, "although he and his followers were but sinners, they would yet supplicate God, the Father of Mercies, to show mercies unto them." He then ordered the chief carpenter, Francisco the Genoese, to hew down the "highest and largest pine tree of the forest and to construct it into a cross." The tree was felled, and was so large it took more than one hundred men to erect it on a high artificial mound, which was near the bank of the river and was used as a watch tower by the Indians.

The following morning in solemn procession De Soto, by the side of the great chief and the Indian warriors mingled with the Spanish soldiery marched in front of the cross while the priests and friars chanted their litany and soldiers responded. Fully one thousand persons were in the procession. Many thousand savages, we are told, by Garcillasso, witnessed this ceremony, and, "with arms extended, and their hands raised they watched the movements of the Spaniards. Ever and anon they raised their eyes to heaven, and made signs with their faces and hands, as if asking of God to listen to the Christians' prayers. Then would they raise a low and wailing cry, like a people in excessive grief echoed by the plaintive murmurings of their children's voices." The chromicler adds De Soto and his followers "were moved to tenderness, to behold in a strange and heathen land a savage people worshipping with such humility and tears, the emblem of our redemption."

The solemnities of the day were closed with a *Te Deum Laudamus*, and in the middle of the ensuing night, marvelous to relate, a plenteous rain refreshed the parching corn. When the chief and his warriors, full of joy, repaired to De Soto to express their thanks, he answered them, "They must give thanks to God, who created the heavens and the earth and was the bestower of these, and other far greater mercies."

We have given much space to this description of De Soto's stop with these Indians, as so far we are recounting the erection of the cross for the first time over Missouri soil, while centuries passed before another such ceremony was again witnessed, for in 1682, after

141 years, we will hear of LaSalle erecting another cross and taking possession of the country for his sovereign, the King of France.

When De Soto resumed his march these Indians, five thousand warriors, moved with him.

De Soto's march continued north, through the territory of the Capahas, in the region of Oran, Missouri, somewhere southwest of Cape Girardeau. The historian relates a great battle which took place here between the Casquins and Capahas, and their final reconciliation through the friendly offices of De Soto. Soon after this De Soto sent two of his trusty men, accompanied by Indians, to visit certain ranges of hills some forty leagues away, where there was salt, and also much of a yellowish metal. After eleven days they returned half famished, the Indians loaded with salt, and one of them loaded with copper. After some further explorations De Soto returned to the village of the Casquins. He remained five days and again marched in a southwest direction and on the fourth day of August arrived at the large town of Quipate. After leaving Quipate, he marched northwest to Caligoa, a distance of forty leagues, about one hundred and twenty miles. It is thought he reached some of the highlands of the St. Francois or Black river, reaching the southwestern slope of the Ozarks, where herds of buffalo roamed. He again traveled four days in a southwest direction to Palisenia and four days more "encamped on banks of a river called Tanico." From Tanico he marched four days to Tulla, evidently passing over the Boston Mountains and down into the State of Arkansas. It is quite speculative at this time to note with accuracy De Soto's wanderings, but he was taken sick, and reaching the Mississippi, died and was buried at midnight in its waters.

There is but little recorded of interesting history respecting the territory in which Missouri is the center, during the remainder of the sixteenth century, the attention of the Spaniards having been centered in their search for gold in South America, where they succeeded through Pizarro, and other noted adventurers in finding the untold wealth of the Incas, so that nearly a century passed before their activities were again centered on the great productive center of the New World.

While the Spaniards through their adventurous followers after Columbus made their explorations through Mexico and the country bordering on the Gulf of Mexico, the English and French had begun their voyages across the Atlantic, landing on the shores farther north, about the same relative parallels of latitude, as the mother countries sustained to each other in the Old World. We learn of the French making an attempt at settlement on the coast of Florida and the English later in 1607, settling at Jamestown, Virginia, and a little later the landing at Plymouth Rock, Massachusetts, December 21,

1620, followed soon by various grants and settlements along the Atlantic coast.

It was more than a century, however, before any of these paid any attention to that great expanse of country lying west of the Alleghany Mountains, and headed any exploring expeditions toward what has since been proven the very heart of our nation.

While the English seemed content to wrestle with the Indians they had encountered all along the Atlantic coast, we are compelled to look again to the Spanish and French explorers for activities in the Mississippi and Missouri river valleys in the seventeenth century known as the Great American Desert, and while the Spaniards had the lead, their neglect to embrace their opportunity permitted the French, the most energetic and venturesome, through their Jesuit priests, to search out and begin colonizing it through their friendly relations with the Indians, for possibly with the single exception of William Penn, the majority of the English settlers treated the Indians, in the spirit, often quoted by them, as "Begone, you Indian dogs."

Thus far, with Greater Kansas City as our focal point, the fifteen miles square at the mouth of the Kaw, we have followed the Spanish explorers in their expeditions, the first known to history as they have approached from the south and southwest, with a tendency to arrive at the hub of the wheel from those spokes, but in order to show the other angles, from which the other nations were approaching the New World, it will be necessary to summarize some contemporary history of the Atlantic coast.

The continuous wars raging in Europe held back for more than half a century any enterprise of the French and English in the New World worthy of any special mention, until the early part of the seventeenth century; however the Spaniards, from their base in the West Indies, continued to fit out expeditions for explorations on the mainland.

An expedition sailed from France February 28th, 1562, under Coligny, with Captain John Rebault, touched the Florida coast, near St. Augustine, overcoming the few Spaniards found there, and a second French expedition under Labonnier, made a temporary settlement.

The Spaniards hearing of the French invasion of what they claimed as Spanish territory in July, 1564, sent an army of three hundred soldiers and twenty-two hundred volunteers with Molendez, in command. He massacred nine hundred men, women and children and set up a marker with following inscription: "Not because they were Frenchmen but Lutherans." The Spaniards then founded St. Augustine September 17th, 1565.

The French had sent out an expedition in 1541, under James Cartier, who had taken possession of New Foundland in name of France. He discovered the Gulf of St. Lawrence and the St. Lawrence

river, having gone up that river as far as Montreal, which was known as Mont real, the royal mountain. The Huron nation of Indians he found very friendly, but Cartier enticed their king on board his vessel, and carried him to France, where he died.

The English under Sir Walter Raleigh, one of the greatest navigators of that day, established a colony on Roanoke Island on the coast of North Carolina in 1584, but before he returned from England the colonists had disappeared. One account says Sir Francis Drake took them back to England, others say they were massacred by Indians.

In 1607 the English, under Captain John Smith, succeeded in planting the first colony of English in the New World, settling at Jamestown, Virginia, on May 14, 1607. Chronology of these settlements on the Atlantic coast is interesting reading, especially when their sufferings and struggles to maintain themselves are compared with the success and ease with which the Spaniards established their colonies in the south and southwest.

Some fifteen years later, there was established the second colony of Englishmen, when the Mayflower brought over that uncounted host, landing at Plymouth Rock on December 21st, 1620. The expression uncounted host is given here to convey the thought expressed by many New Englanders of the present day, who trace their ancestry back to one who came over in the Mayflower.

The English having settled along the Atlantic coast, it was more than a century before they paid any particular attention to that vast expanse of country west of the Alleghany mountains, known to us as the Mississippi Valley, since proven the very heart of our nation.

While the English seemed content to wrestle with the Indians they had encountered along their borders, being in almost continual warfare with them, on account of their Johnny Bull manner of treatment, there being but few exceptions, William Tell and Roger Williams. We are again compelled to look to the Spanish and French explorers for activities in the Mississippi and Missouri river valleys in the seventeenth century, and at this time, in the latter part of the century, we meet the earliest French explorers ranging across the country by way of the St. Lawrence, the Great Lakes, and rivers flowing from the north and east, inviting first their adventurous traders, and afterward their real discoverers and Jesuit missionaries.

Among the names recorded in the best books written, in those early days, the names of Radisson and Groselleirs, two French fur traders, are given as building a log hut in the autumn of 1659, far to west of the head waters of Lake Superior, having an extensive trade with the Indians far and near. They are thought to have discovered the Mississippi river in 1655.

The priest, Allouez, in October, 1665, opened a mission, naming it *La Point du Saint Esprit,* (Point of the Holy Spirit). He found

friendly tribes, such as the Ojibwas, Pottawatomies, Kickapoos, Sacs, and Foxes, all Wisconsin savages. Also Hurons and Ottawas, who had fled before their powerful Iroquois tormentors, as well as Miamis and Illinois, who came to trade.

In one report of Allouez and Nicolet they journeyed up the Fox river in 1634, passing through the village of the Mascouten Indians, and four other villages at the head of Green Bay, Wisconsin, and two others west of them, the Fox Indians on Fox river southwest of Bayou Wolf river. The chapel he built at De Pere rapids in 1671 and 1672, and a total of fifty villages with fifteen thousand souls were found near this settlement, comprising ten different nations. They raised corn, and their fish, ducks and wild game as well as the fruits of the forests maintained them as a contented people. Wild oats grew in the marshes and small lakes and the ducks diving to the bottom to secure them were often caught in the fish nets. He speaks of one hundred ducks caught in the same net with fish in a single draft. Allouez remained here four years alone, and then made a voyage of one thousand miles to Quebec by canoes. We will open the next chapter with his successor, one of the most remarkable men of the seventeenth century.

AN INDIAN VILLAGE

CHAPTER II.

THE FRENCH EXPLORERS—Marquette, Buffalo, Indian Corn, Squashes, Shawnees, Joliet, Sioux. Mississippi. South Sea or Western Sea. Entered Mississippi July 17, 1673. First Cat Fish. Mouth of Missouri. Grosilliers and Nicolet. Chinese and Japanese, 1635 or 1638. Iroquois War. Missouri River. Allouez. Colonel Wood, 1654. Patent May 12, 1678. Marquis de La Salle. Griffin, August 7, 1679. Henry de Tonte. Iron Hand. Fort Crouve Coeur, First Fort, Mississippi Valley. Snow Blind. Second Voyage, December 21, 1681. Crosses in Mid-Winter February 6th, 1682. Entered Mississippi, Passes Missouri and Ohio Rivers, Built Fort. Met Kappa Tribe, Erected Cross, Wonderful Indian Village, April 6th, Reach Mouth of Mississippi. Erected Column April 9, 1682, Return August, 1683. Frontenac Superseded May 10, 1682. Discoverers of Mouth of Mississippi, Third and Last Voyage July 24th, 1684. Perilous Voyage, Anchors on Coast of Texas. Osage Indians, Baron de Lahoutan. Penicault and James Gavier, 1700. Le Sueur, Gabriel Marest, Du Tisne. Sier De Bourgemont. Expedition, 1724. First White Man in Kansas City. Fort Orleans, Crozat and Renault.

UNDER THE FRENCH

Upon the return of Allouez to Quebec Father Marquette was immediately sent out to take his place. After a month's travel over snow and ice, from Sault St. Marie, arrived September 13, 1669, at La Point. He found at the Mission four or five hundred Hurons, nearly all baptized. In addition to the ten tribes in the immediate vicinity he heard of the Illinois tribe, some thirty days' journey from La Point, at Rock Island, about two leagues from the river, worshippers of the sun. He made them a visit and as he made this journey he describes the country and the great river, a league in width. He found fine wild cattle (buffalo), four hundred in a herd, first mentioned east of the Mississippi river. He writes also of bears, stags, turkeys, ducks, bustards, pigeons and cranes. They raised Indian corn and squashes as large as France. The Illinois did not know the mouth of the Mississippi but knew a large nation lower down to southeast that raised two crops of corn in the year. One they called Chaouanon (Shawnee). A young man had seen them, and upon his return told of them having glass beads, and also in an overland journey of thirty days southwest of La Point the Sioux lived. They thought the Mississippi emptied into the sea in Virginia or California and had heard of a South Sea or Western Sea.

Joliet having been sent out by the French government to join Marquette, they embarked May 10, 1673, from Point St. Ignace, in two bark canoes and five extra men for the exploration of the Mississippi river. After seven days' voyage down the Wisconsin river Marquette and Joliet entered the Mississippi on June 17, 1673, at the mouth of the Wisconsin river. Marquette describes a fish caught in the Mississippi, possibly the first description of our Missouri catfish, saying, "Near its nose, which is smaller, also its eyes is a large bone, three fingers wide, and a cubic long, shaped like a woman's corset bone," evidently showing the corset is several centuries old. He

describes the vines, grapes, plum trees and apples, very sweet, found along Lake Winnebago. All prairie country for three hundred leagues, many buffalo encountered, and speaks of Sacs, Foxes, Winnebagos, Pottawatomie and Mascouten Indians.

He says of one of Allouez's trips in a canoe, that he was a day's paddling from the mouth of Wolf river, up the Fox river and six days to Mississippi river.

As Marquette and Joliet went down the Mississippi, while passing the mouth of the Missouri, they were caught in its swift current and nearly capsized, for they met its annual June rise.

He was first to discover the Missouri and first heard of the tribes living upon it. Passing the mouth of the Ohio they found rich deposits of iron ore. They found the mosquitoes very troublesome and met Indians with guns, showing they were in touch with white men.

Indians told him he was within two or three days' journey to mouth of the Mississippi when he turned back. But he never lived to reach Quebec and publish the full account of his discoveries. He was the first white man to pass down the Mississippi along the entire eastern boundary of Missouri.

In our first chapter we mentioned the names of two men, the very earliest explorers from Canada, in the north, and perhaps the leaders in discovering the Missouri river. While there is but meagre accounts of their adventures, it may be interesting to give more of them. They are Grosileurs and Jean Nicolet.

Jean Nicolet lived twenty years in Canada with the Indians; in fact became an Indian, but retained his faith. He was an interpreter at Three rivers on the St. Lawrence. He lived with the Algonquins and Nipissings and finally returned to civilization. He had heard wonderful stories of peoples from the west, of a tribe without hair or beard.

These must be Chinese or Japanese. His curiosity was aroused by these tales, and in 1635 or perhaps 1638 he was sent as an ambassador to this tribe. He expected to meet mandarins, and other high Chinese officials, so provided himself with Chinese robes, and other things pleasing to such people. He was sent to the Winnebagos on Winnebago Lake to make peace between them and the Hurons. He was first to descend the Wisconsin river, and was told in three days more would have reached the sea, the Mississippi. The next date given is in 1641, when Jogues and Raymbault, preached to Indians at outlet of Lake Superior.

Then came the great Iroquois war, and for years all explorations ceased. In 1658 and 1659 Radisson and Grosilliers penetrated regions beyond Lake Superior, reaching a river with two branches, called Forked river, "because it has two branches, the one towards the west, the other towards the south, which we believe runs towards Mexico." Which seems to point to the Mississippi and its great confluent, the

Missouri. A Jesuit named Menard, two years later attempted to plant a mission on the southern shore of Lake Superior, but perished in the forest. Allouez succeeded him, and was the first to hear of the Sioux and the "Messepi." The first Englishman we have any record of coming across the Alleghany mountains is a Colonel Wood from Virginia, who reached a branch of the Mississippi in 1654, and Captain Bolton penetrated to the river itself. In 1678, it is affirmed, a party of New Englanders crossed the Mississippi, reached New Mexico and reported to the authorities at Boston a story without proof or probability.

It is said a man named Hovisits of France secured the sole right to trade in buffalo hides. Patents were granted him May 12, 1678.

These short excerpts from many incomplete histories of the north and east are given here that the reader may learn the trend of the times when adventurers were roaming around in the vast wilderness, without any very definite purpose, simply a desire to penetrate into the unexplored regions, and whether they have been proven beyond a doubt, and therefore a part of true history, we are not ready to say, but give it as we have found it. It raises a question, however, that the records may never reveal, that is: Is it not possible that some unknown white trapper or trader did float down the Missouri to the mouth of the Kaw?

The next great explorer who approaches the environs of our territory, that is our state, is possibly the greatest of the French explorers from the northeast, M. de La Salle.

He makes his entry into history with the first vessel, the Griffin, upon Lake Erie, setting sail August 7, 1679. Some time before this in 1678 an Italian by name of Henri de Tonti was sent to La Salle. He was a man of strong character, with an iron hand, having lost his hand in the Sicilian war. From this man Tontine life insurance originated. He wore an iron hand covered with a glove, and often used it on unruly savages, knocking them on the head or knocking out their teeth, and they regarded him as a "medicine man" of the first order. On New Year's Day, 1680, La Salle landed on the banks of the Illinois river and on January 5th, reached Peoria Lake with eight canoes. The Illinois tribe was at enmity to the French, so La Salle, in approaching this tribe, formed his canoes in battle array across the stream, and met the chief with the Calumet, the pipe of peace. La Salle built Fort Crevecoeur on the Illinois river and wintered there in 1680. This is possibly the first fort built in the Mississippi valley.

He was soon visited by bands of Indian warriors from the Mississippi from the different tribes farther down the river, the Chickasas, Arkansas and Osages, who informed him the Mississippi was navigable to the sea. La Salle was instrumental in making an alliance or combination of the Illinois and Miamis, together with refugees from King Philip's war in New England, the Abenakes and

MARQUETTE DESCENDING THE MISSISSIPPI RIVER, JULY 17, 1673.

Mohegans (from which tribe came the famous Mohegan hunter) and the Shawnees from the Ohio Valley. He formed all these into an alliance to overcome the powerful and fighting Iroquois tribe. After forming this alliance La Salle, with three followers, made the journey of one thousand miles from Crevecoeur Fort to Frontenac in sixty-five days. The three men were all unfit for travel at the end of that journey. La Salle alone was equal to such a trip.

He soon recruited another force, and built another fort on the St. Joseph river, called Fort Miami. La Salle's many adventures and sailing for France are interesting, and the faithfulness of Tonti and a few of his followers, but we aim to give but a brief synopsis of this man with an iron will and his follower with an iron hand. In March from his quarters at Fort Miami to Fort Crevecoeur, with the glistening sun on the snow as he crossed the prairie, he became snow blind. He met some Indians who told him Tonti was safe with the Pottawattomies. After complete reconciliation of the Miamis and Illinois he returned to Canada to appease his creditors and prepare for his discovery of the mouth of the Mississippi.

He started from Frontenac early in Autumn with thirty Frenchmen, more than one hundred Indians and others from New England, all accustomed to use of the gun. He reached Lake Huron in October, and finally reached Fort Miami. In setting out from Miami his expedition included fifty-four men, ten squaws and some children. This was in 1681.

December 21st, 1681, Tonti and Membre left Fort Miami in six canoes and La Salle joined them a few days later. He crossed to the little Chicago river in the dead of winter, everything solidly frozen, so they made sledges, packing their canoes, baggage, provisions and one disabled Frenchman on the sledges. They crossed from Chicago to the northern branch of the Illinois river, reaching the great village of the Illinois tribe, found it tenantless. They were still dragging their canoes, but now found open water in Lake Peoria.

On February 6th, 1682, they entered the Mississippi river. Here they remained a week awaiting the arrival of the remainder of their forces. After resuming their journey we now record the passage of the second man who traversed along the eastern border of Missouri, in a short while passing the mouth of a great river, the Missouri.

He mentions passing the deserted village of the Tamaroas and three days later the mouth of the Ohio river, about the 24th of February, 1682, landing on or near the third Chickasaw Bluffs. Encamped here and his hunters sought game. Hunters all returned except Pierre Prudhommie. Searched for him for six days, without success, but meeting some friendly Chickasaw Indians, whose villages were a few days journey distant, they went with them, and several days later Prudhommie was found and brought in in a very exhausted condition. La Salle here built a temporary fort, named it

Prudhommie, leaving the latter and a few others in charge. Resuming their journey on the 13th of March in a great fog, they heard Indians on shore in a war dance, so he ran to the opposite shore and erected a fort. They proved to be the Kappa band of Indians from near the mouth of the Arkansas river. He was entertained in a very friendly way by these Arkansas Indians, and in the midst of their village erected a cross, with the arms of France, on the west bank of the Mississippi. He mentions the Kappas or Quapaws, Topingas or Tongongas, Tortimimaus, Osotonay or Santhouis. Charlexoix, who saw them in 1721 pronounced them the tallest and best formed Indians in America, said to have once lived in Ohio. After passing Vicksburg and Grand Gulf, following two guides, they were led to a lake, and in two hours came to a town of the Taensas, describing it as a wonderful town; nothing like it in America, with large, square dwellings, built of sun-baked mud, mixed with straw, arched over, dome shaped, with canes, and placed in regular order around an open area. Two, better than the rest,—one that of the chief, the other The Temple of the Sun.

Upon entering the first room, found it forty feet square, where the chief sat on a kind of bedstead, with three of his wives at his side. Sixty old men wrapped in white cloaks made of mulberry bark formed his divan. When he spoke his wives howled to do him honor.

The next village passed was that of the Natchez. On the 6th of April, they approached the mouth of the river showing three channels. La Salle followed the west channel, Dankey the east, and Tonte the central. He erected a column near the mouth with this inscription: "Louis Le Grand, Roy de France et de Navarre, Regne, Le Nevieme, April, 1682." (April 9, 1682.)

The domain of Louisiana is given in a map of 1684. The boundary is thus described: Strike along the south shore of Lake Erie, thence follow the head of the stream flowing into Lake Michigan then northwestward, lost in the vast unknown, then French but now British territory. On the south heads of streams prolong to the gulf as far west as Mobile and then follow the gulf to a little south of the Rio Grande, then west and northwest, along the range of the Rocky Mountains." La Salle was taken sick on the return trip and stopped at Fort Prudhomme, and after recovering reached Miami, about the end of August, 1683. He built Fort St. Louis, on the Illinois river, where a rock stands one hundred and twenty-five feet above the river. Around this he concentrated four thousand warriors and twenty thousand souls.

Frontenac, La Salle's friend, the Governor General of all the French possessions in the New World, was no longer in power, having been succeeded by Le de la Barre, May 10, 1682. La Salle now had a loss of forty thousand crowns in his enterprise, having only the glory of being the discoverer of the mouth of the Mississippi river.

In 1683 La Salle first speaks of the Missouri, and in 1684 says

the Iroquois are about to prevent them settling near Fort St. Louis. He returned to France, and on July 18, 1684, set out from Rochelle, France, for a voyage with four vessels and four hundred men to go to Mississippi, via the Gulf of Mexico. It is said there is a letter, now over two hundred years old, which he wrote to his mother as he departed on this voyage, which shows the true heart of this brave and intrepid explorer. In the last line of this letter he writes: "My brothers, my nephews and all others greet you and take their leave of you." This farewell letter has lain for more than two hundred years among the family papers of the Cavaliers.

La Salle followed the west channel, Dankey the east, and Tonti the the 24th of July, 1684, and after a voyage of two months reached San Domingo. As shown by his letter to his mother, he was accompanied by his brothers and nephews, and a neighbor friend named Joutal, the historian of the voyage. There were four vessels in his fleet.

The voyage was an unpleasant one from the start, as La Salle found opposition in the chief commanding officer of his fleet, Beaujeu. La Salle wished to land at Port de Paix on San Domingo, but his commander sailed by there in the night, anchoring at Point Grove. He was greatly disappointed in not landing at Port de Paix, as he expected to meet the Lieutenant Governor there, who had orders to supply him with provisions. When he arrived he had more than fifty-six men sick and La Salle among them. Two of his vessels arrived but the third was captured by Spanish buccaneers. After a long delay he finally sailed for the mouth of Mississippi, after coasting along Cuba and Isle of Pines. After twenty-eight day voyage anchored off the coast of Texas, New Year's day, 1785, and after much wandering was assassinated by one of his own men.

In researches of the historical records of the early French explorers beginning with Marquette in 1669, up through the period covered by La Salle to 1684, and continuing through that century and extending into the first quarter of the eighteenth, we find the Osages was the most formidable of all the Indian tribes in Missouri. They had their chief settlements on the Osage river, and the lower Missouri. They covered that vast territory west and south of the Missouri and Kansas rivers and far west to the head waters of that stream. They roamed over that vast territory from the Mississippi river to the Rocky Mountains frequently waging war against the Canzes, Pawnees, Iowas, Sacs and Foxes, but was always friendly to the whites, on account of the pleasant relations and influence of the French traders. The fighting and powerful Iroquois had driven these Indians as well as many others west of the Mississippi, from the East some years before 1687, and prior to 1682, La Salle's expedition.

There are quite a number of explorers mentioned between La Salle and the early part of the eighteenth century, among them Baron de Lahouton, who wrote of passing up the Missouri river, reaching the

mouth of the Osage March 17, 1689. He was the first white man to ascend the Missouri, and writes of the Missouri and the Osage Indians as being numerous and mischievous, and mentions the country as well watered.

Penicault in Louisiana Annals writes of a voyage in 1700, where they passed the mouth of the "Missourry" and of its swift current in uplifting trees. In 1700, James Gavier, a Jesuit priest writes of passing up the Arkansas river one "reaches the Missouri by making a portage."

Previous to 1705 all explorers came down the river from Canada, but after this date they met those ascending from the south and during this period from 1700 to 1720 the French villages of Cahokia, Kaskaskia and Vincennes were settled, and Fort de Chartres on the Mississippi, in lower Illinois.

In 1703 Chevalier Pierre Le Sueur sent on a mining expedition to the upper Mississippi, returning down the river in 1705, arrived at the mouth of the Missouri, and is said to have ascended the stream as far as the mouth of the Kaw, and if this account is reliable he was probably the first white man to make his footprints on the sands of the Missouri, at the mouth of the Kaw. We do not seem to have anything definite from Le Sueur himself giving exact dates to confirm this statement.

Le Chevalier de Beurain, in Louisiana Memoirs, writing of Le Sueur's explorations, says: "They (meaning the Sioux) generally keep to the prairies between the upper Mississippi and the Missouri rivers and live solely by hunting." At another place he says: "We were told that the Ayavois (Iowas) and Otoctatos (the Otoes) had gone to station themselves on the side of the Missoury river, in the neighborhood of the Maha (Omahas), a nation dwelling in those quarters." He also refers to Le Sueur's meeting with three Canadian travelers, and receiving from them a letter from Father Marest, of the mission of the Immaculate Conception of the Illinois, dated July 10, 1700, informing him that the Penauguichas had been defeated by the Sioux and Ayavois, and had joined with the Quicapoos, and a part of the Mascoutins, Foxes and Metesigamas to avenge themselves, not upon the Sioux, for they fear them too much, possibly upon the Ayavois or perhaps the Paontes, or more likely the Osages, for these mistrust nothing, and the others are upon their guard."

The Otoes were a small tribe, the Iowas not a numerous tribe, but good fighters. Father Gabriel Marest, the missionary, in a letter to Father German, dated Cascaskia, November 9, 1712, writing of the Missouri river, says: "It comes from the northwest not far from the mines which the Spaniards have in Mexico, and very serviceable to the French who travel in that country." Again he says, "We are only thirty leagues (eighty-three miles) from the Missouri or Peketanoui (the Indian name meaning Muddy Water); continuing he

LA SALLE TAKES POSSESSION OF LOUISIANA IN NAME OF KING LOUIS XIV, APRIL 9, 1682.

Erected This Cross Near Mouth of the Mississippi. On the Column This Inscription: Louis le Grand, Roy de France et de Navarre regne le, 9e Avril-1682.

says: "This is a large river which flows into the Mississippi and comes a still greater distance than does that river." The best mines of the Spaniards are "at the head of this river."

In the spring of 1719, Claude Charles du Tisne went up the Missouri in canoes to the village of the Missouris, near the mouth of Grand river. He purposed to go farther, but the Indians prevented. He returned and went down the Mississippi, and set out overland across southern Missouri, exploring the wilderness.

SIER DE BOURGEMONT

While we do not know the exact date, nor how Bourgemont, a distinguished French explorer, came among the Missouri Indians, from the notes and other sources gathered here and there, we are of the opinion he came among the Missouri and Osages about the year 1720, and may have been the builder of the first French fort on the Missouri river at Fort Orleans; at least in the references to him when he was chosen by Bienville, as commander of an expedition to proceed up the Mississippi and the Missouri rivers for the purpose of establishing friendly relations between the Padoucahs, a warlike tribe in western Kansas or somewhere on the head waters of the Osage river, and the Osages and Missouris and other tribes on the Missouri river, he was reported as one who knew those Indians, as having lived among them, and on the most friendly terms with them. Accordingly when Bourgemont was informed the French governor at Fort Orleans notified him to make preparation for such an expedition, he was commissioned as a Captain of Infantry. His appointment dated, August 12, 1720.

In his memoirs De Bourgemont makes reference to the great services he had rendered the King in Canada and Louisiana, for which he had never been paid, and that he was entitled to the Cross of St. Louis, for his labors and dangers he had undergone, and expresses the hope if he is successful in establishing peace among the savage nations of the country between Louisiana and New Mexico, thus opening a route to the commercial enterprise of the French by building a fort on the Missouri, letters of nobility may be awarded him. The Council of Regency at Paris, approved the commission given to him and ordered him to depart at once for Louisiana.

Some side notes on Bourgemont's earlier life informs us he belonged to the service of the French government in Canada, but becoming embroiled with a woman had fled from Canada, and taken up his abode with the Missouri and Osage Indians, having lived with them about fifteen years. He was physically a very powerful man, hence was well fitted to head this, the most extraordinary expedition ever sent out by the French government, looking to the establishing of friendly relations with all the Indian tribes in the Mississippi and Missouri river valleys, and extending the French trade throughout that

territory, and including future trading relations with the Spaniards in New Mexico, so that this expedition was the forerunner, after Coronado, that led to those relations which, within the next century, was the beginning of that trade which came to Greater Kansas City from the southwest.

As early as 1718 this expedition had been suggested and De Bourgemont designated as the man to bring it to a successful ending. And, believing this the most important expedition under the French in shaping the destiny of our famous city, we aim to give it in all its important details, so that there may be no wandering for nearly one hundred miles or more along the Missouri river, as to where the fort was which De Bourgemont was ordered to establish, and from which he directed his expeditions in the two or more years he was completing this important mission. He was promised the highest reward upon his return, and among other strict requirements he was to return accompanied by some of the chiefs of the Indian tribes, when he returned to Paris.

We are not given the date of his sailing for Louisiana, but upon his arrival in Louisiana he was ordered to report to Governor Bienville at New Orleans, who with the council had been given instructions to facilitate his expedition up the Missouri. Accordingly everything was furnished him necessary for his voyage and establishment.

De Boisbriant, First Lieutenant of the King Commandant at Fort de Chartres, the fort built by French in 1720, wrote Bienville, August 20, 1723, he had ordered Bourgemont to go to the upper Missouri, and had furnished him twenty soldiers and a small assortment of merchandise to make presents to the savages for "you know," he says, "these savage nations are not accustomed to receive large presents, and are content with small ones."

De Boisbriant did not believe De Bourgemont would be able to make peace with the Padoucahs. In January, 1724, De Bourgemont wrote the council of Louisiana from Fort Orleans that he had been delayed by ice in the river and was awaiting the opening of navigation to proceed to visit the Padoucahs. He also informed the council he had learned the Hotos (Otoes) and Ayovois (Iowas) had made an alliance with "our enemies" the Sioux and the Renards (Foxes), that these Hotos and Ayovois professed to be friendly, but he declined to receive them until they made a full explanation; that he reproached them in order to impress upon them the enormity of their offense. which so impressed them that they wept, and promised to break off this alliance. He advised them that these two nations allied with the Mahas and Panimahas, together with the Sioux, would prevent the maintainance of any fort on the Missouri, and even doubted De Boisbriant being able to maintain his post at Fort de Chartres, against the Indian tribes formed in this confederacy. He also says in this

UNVAILING MARKER NEAR SITE FORT ORLEANS, BUILT BY SIR DE BOURGEMONT IN 1723
Fort Orleans, 1723, First Settlement in Missouri Marked by Carrollton Chapter Daughters of American Revolution, 1924.

letter he has put off the meeting of all these tribes in a general council until the end of March.

It is very evident from this letter that Bourgemont was thoroughly conversant with all the Indian tribes along the Mississippi and Missouri, and far to the west, having lived with them for some fifteen years.

In June, 1724, he began his march, dividing his forces into two divisions, placing the first detachment under St. Ange to proceed by bateau up the river, starting Sunday, June 25th, 1724. This detachment had eleven soldiers, names given in his reports, and all the merchandise, and provisions were sent with them.

On Monday, July 3rd, the main body, under Sieur De Bourgemont, marched by land up the river. There were five soldiers, a drummer, a Canadian, and Simon, a servant of De Bourgemont, together with one hundred Missouris under eight war chiefs, and the great chief of the nation, and sixty-four Osages under the command of four war chiefs.

In his report he states he crossed two small creeks, making eighteen miles and went into camp at 4 o'clock. A very hot day. Second day started at 4 o'clock in the morning, marched until 10 o'clock, rested until 3 o'clock, then started and marched until 6 o'clock, making six leagues this day. It was hot, but the air fine, and they passed several small rivers, "marched on beautiful roads and over beautiful prairies bordered with little hills among nut trees, full of nuts scattered along the brooks and valleys," and saw troops of deer, on July 4th, 1724. The pioneers of Carroll and Ray counties can readily recognize Bourgemont's description of Sugar Tree Bottom, as well as the Moss Creek, Wakenda, Crooked, and Fishing rivers, and can testify to the deer, bears and quail, of which he writes. The next day he again made six leagues, passing many brooks and groves of trees on right and left, the wind blowing briskly from north and northwest. The day following crossed another little river early in the morning, and at 8 o'clock marched through the woods, and during the day came to a beautiful river on the borders of which he made a halt. This day they encountered some Kanzes Indians, who had been sent by their chief to inform him that they expected him to meet the grand chief and six others on the high prairie. They received the French with great rejoicing, smoked the Calumet with them as well as with the Osages and Missouris. They remained some hours with them on the prairie, then the French fired their guns, and marched westward with them. Made five leagues. Next day, July 7, still marching through woods up and down hills, where road was bad for the horses, about noon reached the banks of the Missouri river, where on the opposite side was located the village of the Canzes. This day he covered seven leagues.

On Saturday, July 8th, early in the morning De Bourgemont

crossed the river in pirogues, the horses swimming and the Indians going over on a raft. The French discharged their guns and were joyfully received by the Indians. De Bourgemont remained in camp until July 24th, being entertained daily by the different chiefs, with many speeches, and being presented two horses. All his followers were gladly received. A messenger from St. Ange, on the day of his arrival informed him of the delay of his boats, on account of many of his men being attacked by fever, also requesting provisions be sent him. Provisions were sent. A delegation from the Otoes came to visit him. While in camp two prisoners of the Padoucahs held by the Canzes were stricken by fever and died, and De Bourgemont was himself taken by the fever. The Canzes surrendered other enslaved Padoucahs to him. Many of the Indians were attacked with intermittent fever and Bourgemont was bled five times in one day. He administered medicine to his Indians, which had a beneficial effect upon them. The Indians made wine from wild grapes, which was quite welcome to the French.

At last St. Ange arrived with his pirogues of merchandise and the next day presents were distributed, with an appropriate speech and an invitation to accompany him on his expedition to the Padoucahs. The Canzes were dissatisfied with the little presents and at first declined to go with him, but after much negotiation and threatening to go without them, after adding something to their presents, they finally agreed to accompany him. Having sent his sick slaves and peltry back to Fort Orleans, he started on the 24th of July, his march to the Padoucahs, at 6 o'clock in the morning "with arms and baggage, and in battle array."

Bourgemont placed one of his lieutenants, Sieur La Renaudiere, on the road, and in an actual count, on this march to the southwest he was accompanied by three hundred Canzes under two great chiefs and fourteen war chiefs, followed by three hundred women and five hundred children and more than three hundred dogs, the latter carrying "une partie de leurs equipages."

After marching in the same direction southwest for six days, De Bourgemont became very sick, owing to the great heat, and being unable to ride on horse back, was carried in a kind of litter by the Indians. His illness becoming more aggravated he was compelled to return to Fort Orleans where he remained until September 20th. He returned to the Canzes village, going up the river in a pirogue boat. While here he called a grand council of the principal chiefs of the Missourys, Otroes, Ayovois, and Canzes to urge upon them an alliance with the Osages, Panimahas and Illinois, and having gained their consent by the distribution of liberal presents, he set out again to visit the Padoucahs.

The "grande riviere res Canzes" (Kansas river) was reached after marching twenty leagues, after crossing many small streams flowing

into the Missouri. After marching about one hundred miles farther southwest, he reached the village of the Padoucahs, and after great festivities, mutual rejoicings and the distribution of many presents, with many speeches, it was supposed a firm peace and alliance between the Padoucahs and the other Indian nations and the French, was established.

Bourgemont reported these Padoucahs as very numerous, having a knowledge of gold and silver, and trade with the Spaniards. Having accomplished his mission he returned, reaching Fort Orleans on November 5th, where he was received with much rejoicing and honor, all of which is duly recorded by Bourgemont.

On November 15th, he drew up a certificate setting forth his accomplishments, and having it duly signed by St. Ange, as major and the other ten men of his staff, was prepared to make his final report to the council at Paris. He succeeded in securing a delegation from the Missouris and Osages to accompany him to Paris. Bourgemont remained in Paris; married a rich widow.

Fort Orleans was abandoned after this, and was probably destroyed by the changing current of the Missouri river. A marker set up by the D. A. R. on the Carroll county side of the river should settle its definite location opposite Malta Bend.

We have given this detailed account to De Bourgemont's expedition, for the reason it is the first official account in history of any white man making a trip through the State of Missouri, and as he passed up and down the river four times, we feel justified in claiming he was the first white man, of which we have any authenticated record whose footprints may have been imprinted in the sands of the Missouri river at the mouth of the Kaw, within our present boundary of fifteen miles square, comprising Greater Kansas City.

We think it quite probable that Bourgemont and other French voyageurs, had passed this way some years before, but there is not preserved for history anything authentic of their activities in camp or in the hunt, that entitles them to this distinction, and therefore we claim De Bourgemont and his squad of soldiers must be given the credit of being the first white men here in the summer and fall of the year 1724, possibly sixty to seventy years before Boone or any one else trapped on the Blue river.

While there is very little history regarding the territory in which Missouri is embraced given in the first half of the eighteenth century except this expedition of Bourgemont, we deem it well to give a brief resume of some events leading up to its first settlements.

Antoine Crozat, a peasant's son in France, a clerk at fifteen years of age, in a great commercial house within twenty years, through marriage of the daughter of his employer, became one of the richest merchants of Europe, and for advancing large sums of money to his government, the king gave him a charter granting him the French

province known as Louisiana. It was subordinate to the government of "New France" or Canada. All that vast region stretching from the gulf indefinitely north and from the confines of Canada to the Pacific, was thus made over to Crozat as his exclusive trading domain.

On the seventh day of May, 1713, a great fifty gun ship with all officers to carry on the government under Crozat arrived at Dauphiere Island. An edict set forth December 18th, 1712, made these officers the Superior Council. In searching history for the foundation of Crozat's enterprise, we are convinced this was the original chain store idea, promulgated in the New World, but was unsuccessful, because of Spanish opposition.

Crozat, after five years experiment, became discouraged and surrendered his charter to the king. This charter was then transferred to the "Company of the West," and possibly this is the first great stock company to operate in the New World. John Law, the director general of the Royal Bank of France, was director general of this new organization under name of "Royal Company of the Indies." Bienville was appointed governor of Louisiana, and during his administration laid out New Orleans and appointed his nephew, Boisbriant, commandant at Fort de Chartres, and De Bourgemont was sent to establish a fort on the Missouri river.

In this period, 1700 to 1725, the earliest settlers in southeastern Missouri were established around the lead mines and known in the beginning of the eighteenth century as the mineral district of Louisiana, in superficial area about three thousand square miles. The story of mining in southeastern Missouri would take up a volume, and we will only mention one Frenchman, Philip Francois Renault, who received a mining grant on the 14th of June, 1723, through Boisbriant at Fort de Chartres, just opposite St. Genevieve.

Renault was one of the great mining engineers of the world, who believed in making the world acknowledge his superiority, as an evidence of which we simply cite to the instance in which he had his name on the bricks with which he built his furnaces.

Another innovation of Renault's is given when on his voyage he touched at San Domingo, then a French Colony and a way station for all vessels sailing to Louisiana. There he purchased five hundred negroes to work the mines he expected to find. Arriving at mouth of the Mississippi he ascended the river in canoes to the Illinois country. These were first negroes introduced into Missouri as slaves.

Outside of these settlements in the mineral district of Missouri, we have accounts of scattered French traders, trappers and hunters. In 1745 Brussiere had a trading privilege on the Missouri for five years. He established himself at Fort de Chartres. A number of French in 1744 lived on the Missouri as appears in the census of that year, showing two hundred whites and ten negro slaves of both sexes.

St. Genevieve was not embraced in this enumeration, as it was

under the Illinois district. This brings us up to the beginning of the French and Indian War in 1754, and as it had little effect on the settlement of Missouri, there is nothing of special importance to relate while Missouri territory was under the French flag, and therefore we will give our next chapter under the Spanish Regime beginning in 1762.

BLUFF SCENE ON LOWER MISSOURI RIVER

CHAPTER III.

FORTY YEARS UNDER SPANISH RULE—Spanish Regime 1762 to 1803. Louis Houck's Research of the Archives at Seville, Spain. General Weyler. Thirty Million Documents. French Territory. Secret Treaty France and Spain. French Peculiarities. Trouble in Transfer to Spain. Early French Settlements, St. Genevieve, St. Louis, 1764. Greatest Fur Market. Forts at Mouth of Missouri. Don Pedro Piernas, Rui Retires and Reports to New Orleans. Particular Details of Reports. Fort de Chartres. Col. Geo. Morgan. 15,000,000 Acres. New Madrid. Pedro Vial. Rate on Flour, 4½ Pesos. Merchants Cooperation. St. Louis Population, 1798, 948. Villages in Illinois, 3,000. Hemp. Noland Killed in Battle With Texans March 21, 1801. Perfidy of Mexicans. Contemporary History. Revolutionary War. John Rogers Clark. Cahokia Captured, Hemp and Flax Culture, Strict Regulations of Commandants, Galvez. Ninety-Three Days, New Orleans to St. Louis. Rumors of Scheme for Separate Republic, Col. Howard. Great "Western Sea." De Lassus. Many Large Land Grants. Murder of David Trotter Near New Madrid. Great Display of Spaniards at Trial at New Madrid. Closes January 6, 1803.

It is to that great historian, Louis Houck of Cape Girardeau, Mo., that the searcher after authenticated truths touching the early history of Missouri, especially that period of forty years, wherein the territory now comprised within the boundaries of the present commonwealth, while controlled by the authorities of the Spanish king, from the years of 1762 to 1803, must be accredited the arduous labors endured by him, in producing the detailed works of this period.

Perhaps this statement may be surprising to many of our readers, to know the much maligned Spaniard governed this territory for the period of forty years, and their natural repulsion to anything coming from the Spaniards, since and during the Spanish-American War, may arouse in them a resentment of bitter disapproval of any meritorious comment of these people, yet if we study the history as furnished us through the translation, under the guidance of Mr. Houck, and made accessible since the war, and now, since being relieved of their secretive restrictions, prior to that time, are made available to all searching the archives, we may become very lenient, and forget the atrocities committed by General Weyler, the so-called butcher, during his cruel regime in Cuba.

These archives of Simancas contain thirty million documents, says Mr. Houck, and are now thrown open to all who wish to make historical investigations. They were kept with their archives in Cuba, until transferred to Spain after the war.

At the close, or the year before the close of the French and Indian War, which began in 1754 and closed in 1763, France had been in possession by right of discovery and proclamation, the far greater portion of the North American Continent, as shown by maps of that

date, comprising all the territory north of a line running west and south of Lake Champlain, south of the Great Lakes, and thence southward along the western border of the Alleghany Mountains, and down to within a short distance of the Gulf of Mexico, or what was known as Upper Florida, belonging to Spain, and thence running westward to the Rocky Mountains, and bordering on the Spanish possessions of New Mexico and California, going north and northwestward to Pacific Ocean, including Oregon, and all that vast territory now known as British America or the Canadas.

When the French began to realize the war with Great Britain was certain to end in disaster to them and victory to the English, they made a secret treaty with Spain, called the "Treaty of Fontainbleau, December 3, 1762, ceding to Spain all her dominions west of the Mississippi River, except the City of New Orleans. In the final treaty the next year the "Treaty of Paris," France ceded to England all her territory east of the Mississippi and Canada.

The French people are a peculiar people, possibly as exclusive in the racial prejudices as the Jews, and when it became known that England had obtained possession of the Canadas, many of them returned to their mother country, and the French people who had settled along the east side of the Mississippi in Illinois crossed the river into Missouri territory, still supposing this territory belonged to France. The secret treaty of Fontainbleau was not known in the Louisiana Provinces until October, 1764, and when it became known all its inhabitants were plunged into the deepest gloom.

Spain was quite dilatory in taking possession of the country, and this inspired a hope in the French that, perhaps, these treaties were only temporary, and again France would come into possession. This sentiment grew so strong, they sent a delegation to Paris to remonstrate against the change.

In 1766 Don Antonio de Ulloa with two companies of Spanish infantry under the command of Piernas, made some demonstration toward forced resistance of the change, but Ulloa was resisted by the French Superior Council at New Orleans, and after several years of uncertainty, was finally ordered to leave, which he did.

During the centuries the French had control, they made no attempts to make settlements on the west side of the Mississippi river, although several forts were established along the Missouri. A transient settlement had been made in 1700 at the mouth of the Saline river, opposite Kaskaskia, and some mines had been opened up at Old Mines and Mine La Motte in Washington county, and these were probably the very first settlements made by whites in the present boundaries of the state of Missouri. There was nothing, however, in the nature of an organized community until 1762, when the ancient village of St. Genevieve was founded, and was the only

recognized or known settlement in the state of Missouri at that date. St. Louis was not yet known.

After the treaty became known, and the fact was recognized that Spain was really in possession of the country, the great merchants of New Orleans knew something must be done, if they expected to maintain the trading relations they had built up with the Indians along the Mississippi and Missouri rivers.

Laclede Liquest, of New Orleans, was one of the first to recognize the necessity of the change of base under the new conditions confronting them, and started his boats from New Orleans to establish a more convenient trading point for their trade, which had been coming down the Mississippi river from Canada to New Orleans, and Maxent, Laclede's partner, the principal merchant of New Orleans, were eager to adjust themselves to the new order of things, and make an effort to divert that trade, which originated with the great French houses in Montreal, and which was going down the St. Lawrence into the hands of the British, instead of the French, who had controlled it prior to the war.

St. Louis was founded in 1764 by Laclede Liquest, Maxent and Company, who explored the river as far as the mouth of the Missouri, and settled at the Mound City, as the most strategical point to secure the trade of the Mississippi, the Missouri, and the Great Lakes, through the Illinois river. Many of the French officers from Old Fort de Chartres, opposite St. Genevieve in Illinois, moved to St. Louis, and through such influence many of the French in Kaskaskia and other Illinois settlements, anxious to leave the territory so recently turned over to the British, moved to St. Louis, thus accounting for its rapid growth in the first few years of its existence.

The influential French merchants in Montreal and Quebec, now living under British government control, soon realized they would lose the control of the fur trade of the Canadas if they attempted to resist in any way to divert the fur trade from its natural channel down the St. Lawrence, which was now dominated by the British, and finally, accepting the situation, began to exert their energies to hold their trade, and consequently St. Louis made slower progress. However the impetus St. Louis acquired in its early days as a fur market has ever kept it in the front, so that it is still recognized as one of the leading fur markets, if not the greatest in the world.

In 1767 Ulloa sent a military force to the mouth of the Missouri river, to erect forts, on either side. These forts were to prevent the English from entering the Missouri river, for even then it was well known that the Missouri was the artery through which the vast fur trade would be brought from the unexplored regions to the north and west even to the Rocky Mountains.

The Spanish regime in Missouri properly begins with the building of these forts by Ulloa and their efforts to settle upper Louisiana as

it was known and called the Spanish Illinois country under St. Ange. Ulloa, having had some trouble with the storekeeper at the forts, and Rui, the commandant, removed them and appointed Don Pedro Pienas to succeed him and it is through the records given us in the changes at these forts, that the details of the Spanish garrisons are revealed to us. Rui, on his return to New Orleans, made a report concerning the settlements in the Illinois district, giving the details of the custom of giving presents to the Indians, a subject quite interesting to the authorities at New Orleans.

It is these reports from which the early settlements in Missouri are taken, they are very full and comprehensive, giving the details of the transactions and activities of the governors and commandants at the different forts, equal in every respect to a well kept diary. These records are as complete as any colonization society would desire, if living on a community proposition, for they are complete in their census reports in regard to population, giving number, age, race, etc., also acreage in cultivation, amount raised of the different grains, amount sold and the remainder on hand at the close of the year. Horses, cattle and everything enumerated, and when these reports are studied by skeptical Americans, there is no doubt they will feel more liberal minded towards the Spaniards. However, these remarks may not be applicable to ordinary Mexicans, for their characteristic of shiftlessness, still clings to them, and they are known to indulge in their every day *Manana* habits.

No architect of our day is more careful and precise in his specifications in a large building than instructions given to the commandants who were authorized to erect the two forts at the mouth of the Missouri river, as are here given.

Instructions given to Captain Don Francisco Rui, made March 14, 1767, by Antonio de Ulloa (rubric) are written in seventy-seven long paragraphs covering every detail.

After detailing the forty-four men, the number of boats and oars and proper men to man the oars, showing extreme consideration for the men, having from five to seven men resting at all times, to make continual shifts in their labor, for "the men are not occustomed to it," and, "even do not know how to row." It continues, "the men shall endeavor to mess together among themselves as best they may, so that there may be no quarrels and so that they maintain good relations and act in harmony."

His instructions as to the two shores of the Mississippi belonged to Spain as far as Iberville, but beyond Iberville they are to land on the right bank only as they go down the stream, shows the due respect and caution that was given in order that the English should not be offended.

There was to be no liquor given in the rations (something not known in our navy until Josephus Daniels became secretary). Sunday

observance same as on the war ships of Spain should be kept. In the notes the founding of Fort de Chartres by the French nearly opposite St. Genevieve mentioned as having been established prior to 1751. French officers of experience were sent along with the expedition, showing the amicable relations of the two nations, Spain and France. "The object of this expedition is the preservation to his majesty of the royal domain that belongs to him, and to maintain with the savage the same good relations and accord the French have been able to preserve."

Showing the extreme kindness of this governor general two or three paragraphs are here quoted as paragraph 15:

"The command of the district whither the expedition is going *cannot* be military, according to the custom and rule of Spain." In srtict terms what the troops are there to perform is not a matter of military obligation, nor a subject of military command, but if they be asked civilly, courteously, and affably they will do whatever is needed, especially when it is not asked they do it free of charge."

16. "The others who go as workmen, although they are making their daily wages, will be very lonely far away outside their country in strange and distant lands; and if to this be added the fact that they find but little kindness, harsh treatment, and a lack of affability in their superiors; or if while they are not soldiers the attempt be made to subject them to a service similar to that of the soldiers, that will be enough to make them grow weary of and desist from the undertaking."

17. "Much more prudence is needed in dealing with the savages, for that requires great wisdom, cunning and civility, and although they are like brute beasts in their customs and manners, they are especially fastidious and sensitive in dealing with others, and desire that they be regarded with distinction and respect, basing this on the dominion of their lands, and allowing us to enter them, not because of any right, but because they wish it."

Instructions for care in distributions of presents is given, reports must be made. Magazines for powder in remote dry places must be constructed. Troops were allowed in addition to their daily allowance as a soldier the (4 reals) same as a day laborer. Carpenters and bricklayers 6 reals per day. A real was 12½ cents, ⅛ of a Spanish dollar.

31. Savages shall be paid the same when they help. "But it must be noted that they are a race with whom it is not advisable to use any severity, and that one must treat them with much love and tolerance."

In making adobe brick they could earn one peso per day, that is a Spanish dollar. They were given 2½ or at the highest 3 pesos per hundred for making brick, and two men could make 100 per day, and deliver them dry at the building.

EARLY SCENE IN FOUNDING ST. LOUIS, FEBRUARY 14, 1764.

37. "Therefore it shall be enjoined that if possible the workmen, who are requested (brought) from Havana shall be married, and that they be accompanied by their families, and measures shall be taken to see that some of the sailors who go are Spaniards, and that they be married and take their wives."

38. "The greatest care shall be taken in this regard to accomplish this end. In order to attain it, it is well to protect those who take their families, to heed their interests in all things, and not to allow vice to gain a foothold. In the beginning of a settlement rules are made, which must be observed and serve as a foundation for the future. If these rules are not good, what is obtained will be a community of misrule, with vices as its foundation. Self-interest is evil on all occassions, for that is what corrupts everything. If there is not self interest, but rarely is there a mistake what is done, for care disembarrassed of this lure always inclines to the best, and the intention supplies what is lacking to one in intelligence."

The lands nearest to the forts were to be given first to married persons. Each one was given 1000 varas, 33.333 inches square.

45. "In what concerns the savages, what they require is that they be treated as brothers, and not the slightest affront, jest or mockery be shown them, and especially that no one offend them through their women, for they are especially touchy on this score and consider it an injury, even more serious than do the most cultivated nations. When they go to excess, and they do that either through their inclination to theft or because they are so fond of intemperance, and when they are reproached, they give the satisfaction that is demanded in just terms, but if any one tries to take justice for himself, although with the greatest moderation, they are irritated to so great a degree that, forgetful of their friendship they become the crudest enemies, and since their acts of revenge are always treacherous, although one try, he cannot escape, and a discontented tribe, drags in its wake various other tribes allied to it."

46. "When they lose their reason they are insulting and give offense, and at that time one must use the greatest prudence, and must flee from them, and not consider their acts of barbarism an affront. But when they have recovered their senses, complaint must be made to the chiefs of those who have gone to excess. The latter punish such men more severely and cruelly than vengence could for committing the offense. In private they are like wild beasts in their uncouthness and brutality, for although among themselves they commit the most ferocious barbarities, yet even then one must get along with them in the best manner possible by availing oneself of the savages themselves for it. This is one of the reasons why brandy

should not be permitted to be introduced among them, although that liquor is the one they most desire."

The king sent medals for the chiefs, which were worn and greatly prized by them. Their tariff of prices was made the basis of all trading, and absolutely unchangable, and their penalty for infringment of this rule, the "offender shall be deprived for the space of four years of the right to trade, and one third the goods confiscated."

They required license for all trading of whatever nature. The introduction of brandy was entirely prohibited. Marriage was compulsory within two years, or leave the settlement. Soldiers, when mustered out, were given land, provided they married.

Game was abundant, buffalo, deer and all sorts of fowls, the wild turkey being the most sought in that line. They were required to plant corn the first year, each one given a certain acreage. Wheat and other grains were planted later, and in common for the entire settlement. These instructions were given March 14, 1767, signed by Antonio de Ulloa (rubric): This word rubric as attached to the signatures of the commanding general of a province has no particular significance, but considered only as a flourish, and possibly may be considered in like thought as when in English we say put your John Hancock on the dotted line.

In the foregoing excerpts from the specifications given by Ulloa to Rui—there being seventy-seven paragraphs, in which every detail of the kind of timber, the brick, and every item of material to be used in the erection of the forts, and specific instructions as to how much land, and where said land was to be located—these excerpts have been given more particularly to show the character and customs of the Indians, and more especially to show their treatment by the early French and Spanish who settled and dealt with them back in the 18th century. The conclusion drawn, in contrast with the treatment they received at the hands of our English ancestors on the Atlantic coast, presents a tactful way of mild government by French and Spanish, but a bluffing, undignified treatment by the English, with probably the one exception, that of Wm. Penn.

The Spanish Governor General at New Orleans gave certain favored Spaniards exclusive right to trade with the Indians in Missouri territory so that January 15th, 1769, a petition of merchants of St. Louis was sent to Ulloa, making complaint and asking that they be allowed to continue their trading with the Indians on the Missouri river. This petition was signed by the twenty merchants of St. Louis Laclede Liguest being at the head of the list.

Names of Indian Tribes of the District of Illinois in 1769.

All of Illinois

1. Kaskaskias.
2. Peorias.
3. Kaokias.

River of St. Joseph and Illinois

10. Poutuatinic.
11. Santeaux Ottawas.
12. Outaona.

District of Ouabach

4. Metchigama.
5. Prauquinchia.
6. Orinanon.
7. Kikapu.
8. Mascouten.
9. Miami.

Upper Mississippi

13. Ayooua (Iowas)
14. Sioux.
16. Renards.
17. Santaous (Ottawas)
15. Saks.

All of District of Missouri river

18. Misuris.
19. Little Ausages (Little Osages)
20. Big Ausages (Big Osages)
21. Carise.
22. Autoedata (Otoes).
23. Paunaha.

I certify that the tribes here above expressed are the same ones who are accustomed to come here to get presents.

San Luis, May 2, 1769. SAINTE ANGE.

Also Chaouanon, (Shawnees) rarely Lautra and Levation of the Straits sometimes want to come.—S. Ange

The forts at the mouth of the Missouri river transfered from Rui to Piernas, with due ceremony, giving full description of the forts with complete inventory of all provisions and equipment signed by Rui, March 10, 1769, also signed by Pedro Piernas.

April 1st, 1773. Detailed report showing the inhabitants of St. Genevieve and St. Louis:

St. Genevieve		St. Louis	
Slaves	287	Slaves	198
White	404	Whites	399
Totals	791	Totals	597

General Summary

	White		Slaves	
Villages of—	Males	Females	Males	Females
San Luis	248	151	116	82
St. Genevieve	264	140	167	120
Total	512	291	283	202

San Luis, Dec. 31, 1772.

TABLE II

Summary—

344 Tanned
37 Untanned
935 Beavers
14 Bear
7 Wildcat
7 Fox
2 Pole Cat
1 Wolf
46 Buffalo
260 Martens
104 Deer

Taken from a bateau, with names of owners:

Total	Lead Item
1200.75	600.25

This table shows the contents of a cargo of furs brought in from up the river to St. Louis. These tables are made up at the close of the year or early in January—showing the strict rules they kept of their annual work.

TABLE III

Names of 80 harvesters and amount in quintals each produced. Also 22 who produced flour in the two villages equal to 58,988 quintals. Subtracting what had been used during the year, they had 1,999 quintals left over.

This report was dated San Luis, January 4, 1773. In a note mention is made of the Mississippi freezing over on the 26th day of November, 1768, tying up their boats at Race Island, between Cape Girardeau and Cairo for the winter.

St. Louis was attacked by English and Indians in 1780. Sometimes St. Louis was called Pain Court by the Spaniards. Cahokia is spoken of as being a settlement opposite Paincourt.

The salary of Pedro Piernas in 1770, was 372 Pesos. In 1774 a very strong remonstrance of more than twenty of the best citizens of St. Louis was sent to the governor general at New Orleans complaining of the exorbitant tithing demand made by a priest by the name of Hilaire. The remonstrators set out in full the cause of their complaint, saying hitherto they had been accustomed to pay a tithe of one twenty-sixth of everything they produced, and they were willing and ready at all times to continue such payments, but this new priest, Hilaire, had arbitrarily changed this tithe from one twenty-sixth to one tenth and that they had struggled hard to meet their obligations heretofore, and even some families suffered, but if now one tenth was exacted, it will place them in a perilous and starving condition. The authorities at New Orleans heeded this remonstrance, and this raise of tithing was not permitted.

Pedro Piernas, a very conscientious and able commandant, was promoted to Lieutenant Governor of some more prominent province in South America and Cruzat succeeded him April 2, 1776.

Reports were required every six months on the conditions of the families in their settlements. In changing the administration at St. Louis, from Piernas to Cruzat, the same strict rules were followed in turning over the forts in regard to inventories, as in the former instances.

Ulloa had been succeeded as Governor General of Louisiana at New Orleans August 18th, 1769, by O'Reilly. O'Reilly's instructions to Piernas when he received the formal surrender of upper Louisiana from the French Commandant Ange, was quite voluminous emphasizing the necessity that the domination of Spain "should be loved and respected, to administer justice promptly, impartially, and according to law, to foster and protect commerce, to maintain harmony

with the English, and punish any subject of Spain promptly who committed any excesses on English territory, while navigating the Mississippi river."

February 19, 1778, Galvez is made Governor General at New Orleans. January 13th, 1780, he issued an order depriving the Indians of their customary presents, as a punishment for some misdemeanor.

Captain Esse of the British army, with 300 regulars and 900 savages, attacked San Luis May 26, 1781. The commandant, Don Fernando de Lebya, fortified as well as the open situation permitted, built a wooden tower at one end of the town, overlooking it, (this was probably on the old mound) and placed five cannon therein, and placed two other cannon at the other extreme point, in entrenchments, all manned by 29 veterans and 281 country men. The enemy arrived at 1 p. m. and immediately began their attack on the north side, but were repulsed by the militia which guarded it. A vigorous fire was kept up on both sides for some time, but by good service done by the cannon on the tower, they succeeded in beating them off. They left the town, but committed atrocities on the farmers, killing 15 whites and 7 slaves, wounding 7, and taking 57 whites and 13 slaves prisoners.

Martin Navarro August 18, 1780, reported two Spanish companies of 107 men each at St. Louis.

Auguste Choteau was a lieutenant in one of these companies, December 20, 1780. Names of the men in the company are given, nine-tenths from Canada.

Overflow of the Mississippi river, in 1785, greatest so far known, St. Genevieve inundated, corn was not planted until July, this year. Spaniards in a treaty with the U. S. November 30, 1782, claim they did not transfer both sides of the Mississippi river to America, as they had conquered and occupied it.

Cruzat was post commander at San Luis from October 7, 1780, to November 4, 1787. Miro succeeded him in 1787, San Luis fortified in 1780, but nothing left in 1789. The cost of building a new fort, 2,550 Pesos.

April 14, 1787, Col. George Morgan received a grant of 15,000,000 acres of land and founded the city of New Madrid. Baron De Carondelet was made Captain General at New Orleans in 1793.

Pedro Vial left Santa Fe, New Mexico, on May 21, 1792, to cross the plains, endeavoring to reach San Luis, but fell into the tribe of Kansas Indians, who first wanted to kill them but stripped them and carried them with them until August 16, when they reached the Kansas river, and there met a Frenchman with a pirogue boat laden with stores to trade with that tribe. On 11th September, left this Kansas village in pirogue boat in search of Missouri river. On return to San Luis, arrived there October 6th, 1793. In 1797, flour mills were erected at New Madrid and St. Genevieve and a

trade stimulated by Baron De Carondelet's communication, making the rate of transport from San Luis to New Orleans at 4½ Pesos per hundred on flour.

The merchants of San Luis show the advantage of co-operation in this early day, functioning after the manner and spirit of the Chambers of Commerce today, as shown in the persistence in which they made memorials to the captain generals at New Orleans, when they noted any innovation to lessen their trade with the upper Indians. Mackay was appointed commandant at San Andres May 1, 1798. Trudeau makes report of settlements on the west bank of Mississippi river below mouth of the Ohio in 1798, also on the Missouri river, and 60 years before at St. Genevieve and Cape Girardeau—Cape Girardeau was given as 40 leagues below St. Louis and St. Genevieve as 20 leagues—written in reports as "Calvo Girardeau" and "Santos Geneveva." St. Louis population in 1798 was 948, Carondelet was two leagues below St. Louis, settled by Canadians and Creoles. Trudeau writes of the merchants of Montreal building a fort three years before Mackay made his trip in 1795—in the new village of the Ricartas, near the Mandanas, 500 leagues from St. Louis. In 1798 the total population on the east side of the Mississippi in the villages opposite St. Louis was 3,000. Hemp was growing wild on these rich lands equal to Russia.

The commandants at St. Genevieve, Cape Girardeau and Nueva Bourbon, received as salaries 100 pesos annually and were paid 25 pesos for each transport they signed for American traders.

Choteau and his upper Missouri company controlled all the trade with the Indians, and Trudeau as commander in charge at St. Louis, received 150 pesos for his support and the charge for signing passports as a captain. De Lassus succeeds Trudeau, and rumors of war with the English was received in 1800.

Don Felipe Noland brought 1,000 head of horses from Mexico to the Mississippi in 1796—making three trips. Noland crossed the river at Vicksburg in 1800, and Caso Calva with 50 Spanish cavalrymen, attempted to stop him, but he eluded them and proceeded to Texas, where he captured 300 wild horses on the Brazos and Trinity rivers, and built a fort and wintered with the Commanche Indians, with whom he had formerly lived for two years. After disposing of his horses and returning to his fort, the Governor of Texas sent out 150 Spaniards to the Internal Province and on 21st day of March, 1801, they opened fire on his log fort with a swivel gun they had mounted on the back of a mule, and captured six of his men. Early that morning Noland was shot in the head by a ball from this gun.

The Americans fought until their ammunition gave out and then surrendered to accompany Salcedo back to headquarters, not as prisoners, but upon their arrival he ordered them sent to Mexico. A negro

SURRENDER OF LORD CORNWALLIS TO GENERAL WASHINGTON, OCTOBER 19, 1781.

asked permission to bury Nolan, which was granted, but they cut off his ears to show the Governor of Texas how well they had executed his commission. Negotiations were commenced for their release, but continuing for a long while, some died, one was shot as their leader, and others were finally pardoned.

September 27, 1800, from a report of Josef Vidal there was a continual undertone expressed at all times in dealing with the Indians that the English were enemies of the Spaniards.

Don Pedro Choteau was commandant at Carondelet, and that family had great influence with the Indians, as through them the annual distribution of gifts was made. They fed the Chiefs and about 1,500 of the Osages in one of their assemblies at Saint Louis for their great Council. About 200 of them were lodged a week in the houses of the Choteaus. They were seeking to find one who had recently committed a murder. The Chief, who had perpetrated this deed upon the whites, gave himself up voluntarily. Don Auguste Choteau was city clerk and member of the Board of Trade, and superintended the distribution of presents to the Indians on April 23, 1802.

While the history of the Spanish Regime in Missouri is covered very thoroughly in every detail by Louis Houck's volumes I and II, given through the archives he found at Seville, and there was a state of complete neutrality existing in the Louisianas, Upper and Lower, this history would be incomplete to pass over a period in the history of our nation as a whole without mention of what was, up to that time, the greatest revolution in the New World. At the beginning of the period in 1763 England had closed the treaty with France and Spain in which she had been ceded all possessions in the New World, previously belonging to the French and the war that just closed, had lasted practically nine years, and as most of it had been prosecuted far from the home base, her war debt had grown to enormous proportions, far exceeding anything in her history, hitherto, and naturally, in order to decrease this debt, it was necessary for England to increase her revenues by excessive taxes upon her colonies, and at that time she had no more prosperous colonies than those of North America. These colonies, recognizing their growth and importance, felt also the great humiliation, under which they were governed. That is, under the historical phrase they agitated the thought, that "taxation without representation" was an injustice to any civilized people. This controversy grew as the taxes increased, until the stirring appeals of the great patriots of that day were heard throughout the American colonies, and finding no relief, resulted in open rebellion, and resistance to the king's officers in attempting to collect the taxes, and finally, July 4th, 1776, the issuance of that immortal document, "The Declaration of Independence," and the struggle for more than seven years, to maintain the principles therein proclaimed to the world. While the battle grounds of the American

Revolution were confined to the territory chiefly embraced in the thirteen original colonies, there was some unrest on account of British influence among the Indians, and while the British controlled through its forts, all territory east of the Mississippi River, and Missouri was in Spanish territory, the Indians gave the inhabitants much trouble, so that their fields were neglected, through fear of Indian attacks at any time.

John Rogers Clark, one of the frontiersmen of Kentucky, distinguished himself as the foremost American west of the Alleghany Mountains, by leading a successful expedition from Virginia to the Mississippi river, with a small band of some 350 frontiersmen he had recruited in the mountains of Virginia and Kentucky. In August, 1777, he traveled overland from Kentucky to Virginia to consult Patrick Henry, then governor of Virginia, in regard to capturing the several British posts, north of the Ohio. He was commissioned on January 2, 1778, as Lieutenant Colonel by Patrick Henry to raise his own regiment, and by May, 1778, he had about 350 of those hardy pioneers from the mountains of Kentucky and Virginia, with their coon-skin caps, trusty flint lock rifles, all unerring marksmen, and while he at first designed an attack on Detroit, he had to abandon that, on account of lost time in mobilizing his forces. Clark proceeded across Indiana and Illinois, capturing Cahokia in about 15 minutes without firing a gun. This exploit has been likened unto some of the great ones in the world's history. The French were holding a great festival, dancing and in the height of their revelry, the guards of the fort had joined in the merry making, when Clark quietly appeared and informed them they were now under the American flag. Clark's march across this territory was treated as a conquest in the final reckoning by the peace commissioners, and the states of Indiana, Illinois, Kentucky, Tennessee and Michigan were saved to the Americans.

During the "Spanish regime" in Louisiana, there were many illustrious Spaniards sent out from Spain, as Captains or Governor Generals of the Louisiana Provinces, with their resident headquarters at New Orleans, and they appointed the commandants at St. Louis and New Madrid, who were in direct command of the territory of the Illinois in which Missouri took the leading part. Among these prominent Governor Generals at New Orleans, the founder of New Orleans was De Bienville and during the forty years covering the Spanish regime we are given De Ulloa, O'Reilly, Galves, Miro, Carondelet and Manuel Gayoso De Lemos, the last one, at the close of the war, was the commissioner of the Spanish in the settlement of the border line between Spain and America.

St. Ange was the French commandant of the Illinois country, and continued to exercise his authority for some time after the ceding of France to Spain in 1762, with his headquarters at Fort

de Chartres. St. Genevieve was the only organized community in Missouri at this date, as St. Louis was not yet known.

In 1767, Ulloa sent the first expedition to build the two forts at mouth of Missouri and it is with this order and the appointment of Rui in command, and to build these forts that are chronicled the history herein given.

After Rui we have Piernas, Cruzat, Perez, Fernando de Leyba, who defended St. Louis when British and Indians attacked it. It was in his administration that John Rogers Clark made his conquest of the English country, and was given much assistance by this Spanish commandant.

Cruzat followed, fortifying St. Louis, and in 1787, Perez followed Cruzat, rebuilding the forts at St. Louis, as they had rotted down, perhaps built of cotton wood. Colonel Morgan started his great promotion under Perez, but was twarted by Miro at New Orleans.

Zenon Trudeau was the next lieutenant governor of Louisiana. The free navigation of the Mississippi was a leading question at this time. John Rogers Clark was again held in readiness for an invasion, but a treaty finally settled the question. Another interesting event during Trudeau's administration was the arrival of Pedro Vial from Santa Fe, New Mexico, being possibly the second over the Santa Fe Trail and the first to make the full trip.

In 1799 De Lassus was made commandant at St. Louis and remained lieutenant governor until cession of the country in 1803.

To show the interest and care taken by the Spaniards in the colonization of the province of Louisiana, an extract from the instructions to Cruzat April 7, 1778, is here given. The order states: "The settlers to be attracted to Upper Louisiana were to be French Catholics, Italians, and Germans, or Spaniards from Spain. Upon arrival the commandants of the several posts were advised to take great pains to settle them in suitable places as near as possible together, in order to render assistance in case of emergency. It was provided that each family, a man and wife should receive a tract of land five arpents in front, with the customary depth, and be supplied the first year with a barrel of maize in the ear, for each. Also, for each member above twelve years an additional barrel was to be provided and all under twelve years one-half barrel. Each family was to have an axe, hoe, scythe or sickle, a spade, a hen, a cock, a pig two months old, with which they may easily found and establish a household, which will provide them a living, or may even make their fortune." The children were provided with an additional hoe. This decree says:—"The source and origin of all empires has been the refuge and kind usage which men find in the gentleness of the laws. The good or evil administration of them is the greatest impediment to the building of a government, for not only are those who are present and who are exposed to them exasperated, but others

are prevented from coming. Hence, as our laws are extremely mild, they ought not to be obscured by ambition and self interest, as has been the case with some settlements formed for the king."

The cultivation of hemp and flax greatly interested the Spanish government. In 1775 Laclede had succeeded in "producing a goodly quantity of hemp." Cruzat was instructed to encourage hemp and flax culture, but he advised the authorities at New Orleans that the weakness of the population prevented their cultivation, and suggested negroes should be sent into the colony and sold to the settlers, to cultivate these products. Galvez informed him "his majesty has decided to make provision for supplying them with negroes, in such manner as may be practicable."

An instance showing the strictness of authority exercised by the governor generals at New Orleans, over their lieutenants at St. Louis, is given when Cruzat aroused the displeasure of Galvez, by sending, without first obtaining his authority, a pirogue from St. Louis to San-Kee and Renard villages, established in the English Illinois country, in order to ransom two Missouris held by those Indians in slavery.

Cruzat in a letter to Galvez regrets his "heedlessness," explaining he had the permission of the British commandant and his passport, and the negotiations to return these Indian captives were conducted in the presence of the English merchants stationed among them. He pleaded he acted according to instructions, that the five slaves belonged to the Peoria tribe, settled near Kaskaskia, and he had sent them to that tribe. Shortly after this incident, however, Cruzat was removed.

De Leyba, his successor, arrived at St. Louis July 10, 1778, having made the trip from New Orleans in ninety-three days. De Leyba died June 28, 1780, before he was advised of his promotion, on account of his defense of St. Louis May 26, 1780, and Cruzat was reappointed by Galvez July 25th, 1780. Cruzat was busy during these last years of the revolutionary war period running down rumors, and trying to keep the Indians under control. In 1782, he writes that he had made peace with 140 tribes of warlike Indians. After peace in 1783, Cruzat remained undisturbed in St. Louis until 1787. These forts had few soldiers, St. Louis having twenty and six or eight at St. Genevieve.

Don Manuel Perez succeeded Cruzat in 1787. After Colonel Morgan's failure, a circular was published and circulated throughout the country, which set out a scheme for the establishment of a republic on the west shore of the Missouri and Mississippi. It proposed to march 1,800 men for the military service from the Alleghany mountains, and in order to raise revenue for the expedition promised to each person advancing ten pesos 500 acres of land, in the territory to be conquered, and for 50 pesos, 2,500 acres. This

THE CABLIDO, MOST NOTED HISTORICAL BUILDING WEST OF MISSISSIPPI, NEW ORLEANS, 1795.

and other schemes, were natural consequences following a war. General Wilkinson and George Rogers Clark were named in connection with this scheme.

Carondelet was greatly alarmed by these filibustering enterprises, and urged the defenses at New Madrid be increased. All conditions were rapidly changing in Europe; Spain and France were now united against England.

Carondelet advised a fort be established on the river St. Peter, 120 leagues from St. Louis, and garrisoned by fifty men, to cut off English commerce with the western tribes.

Colonel Howard was sent to St. Louis in 1796, with 110 men. The forming of fur companies and the complaints of these not participating in the proceeds, were causes being presented to Carondelet from the year 1796 to 1800, also various expeditions seeking a north western outlet to the great "Western Sea."

As early as 1801 rumors of the session of the country to France began to circulate in the province, and De Lassus, in anticipation of such change, made many large land grants, causing many contests in after years. The burning the house and murder of David Trotter, a settler in the New Madrid district, by five Mascoux Indians, furnished an opportunity to call out the military forces of Upper Louisiana, during the last days of Spanish domination. These Indians were imprisoned at New Madrid, awaiting punishment. For the purpose of ascertaining the efficiency of his forces in Upper Louisiana the governor general organized this expedition to punish these Indians.

In November 1802 the companies at St. Genevieve, Pattin Creek, New Bourbon and Cape Girardeau, as well as the three companies of New Madrid, were ordered out with great formality. This warlike display was the great event of the day. The daily couriers with instructions to join the event were sent to the different settlements, all closing in true Spanish style with the phrase:—"God have you in His holy keeping." December 13, 1802, under the command of Lieutenant Governor De Lassus, the expedition started, with the St. Genevieve and New Bourbon companies arriving at Cape Girardeau on 17th, where it was joined by the Cape Girardeau Company, arriving in New Madrid on the 20th, where the infantry and cavalry companies of the post joined it. There were some seven Dons in command of the several divisions. The whole movement was made with much punctiliousness, as if an army corps was being moved.

The council at New Madrid had tried these prisoners, and one, Tewannage, was sentenced to be executed, and this in presence and approval of the principal chiefs of his band. Every step was taken with great care. His shackles were removed by the blacksmith, and the four other prisoners were to be placed on the gallery to witness his execution, that the adjutant should "place himself at the head of the regiment of Louisiana," and march opposite the stand, where

the sentence should be read to Tewanage by Don Pierre Antonio La Forge, adjutant of militia of this post, public writer, and appointed in that capacity for the instruction of said prisoner."

The other four prisoners were then ordered with due ceremony to have their shackles removed, and "to be restored to the chief, Agypousetchy, of the Mascoui Nation."

De Lassus reported this sentence was "put in execution" with the consent of the Indians, "without bitterness," the Indian chiefs admitting "in full council that it was but an act of well merited justice."

On January 6, 1803, the militia began their march home, but De Lassus had thoroughly inspected the situation at New Madrid, and gave some specific orders, reorganizing the post, and otherwise preparing them to meet any emergency that might arise. He criticized the way the batteries were arranged in Fort Celeste, ordering them so placed, "as to be enabled to fire in case of necessity on the four fronts." These extra precautions indicate this military expedition had greater significance than the awing of the Indians, at the trial and execution of the guilty Indians. This was but a few months before the standard of Spain was lowered in Louisiana forever.

EARLY PIONEER LIFE IN RURAL MISSOURI

CHAPTER IV.

EARLY SETTLEMENTS AND LAWS

St. Genevieve, oldest settlement in Missouri, 1732. Salt Mines, 1742, all under French to 1762. Ceded to Spain, February 10, 1763. Treaty of Paris, France cedes Canada and all territory east of Mississippi, to Britain. To Spain all west of Mississippi. Early sales. Flood, 1785, first great flood. Building fort. Honest contractor, grafters higher up. $421.00 raised to $42,100.00. Moses Austin, Maxent LaClede & Co., sails up Mississippi in 1763. LaClede settles St. Louis. Auguste Chouteau lands February 14, 1764, founds St. Louis. Indians troublesome. Fort de Chartres to British, 1765. St. Louis platted 1770. House cost sixty silver dollars. Chouteau's Mill, 1779. 1,288 population, 1772. St. Louis attacked by British and Indians. War orders. Some quaint Spanish Laws. Colonel Howard. Auguste Chouteau surveys St. Charles. Fenced in 1779. Portage des Sioux, Daniel Boone, Femme Osage, George Morgan. O'Reilly changes Law. Appeal to highest Tribunal, but costs prohibitive. Slander, heavy fines and banishment. Friendly with Indians. Great land grants.

The seven years war to obtain our independence from Great Britain, the next epoch in the history of our nation, occurred in the year 1803, the hundredth anniversary of which was celebrated in St. Louis in 1903 and 1904 with the greatest World's Exposition ever held in any country. Therefore this period in the history of our state requires more than passing mention, as the birth year of what was soon to become the focal point of one of the greatest States in the Union.

Before passing to the immediate results following the acquisition of the Louisianas, some local history of early settlements in Missouri seem worthy of mention.

The first French settlement was the old village of St. Genevieve, which was situated some three miles below the present site of St. Genevieve, in what is known as the "Big Common Field," long since washed away. From discoveries in walls of a well this village was settled prior to 1732, as upon a stone found on top of this well the figures "1732" were distinctly cut. Trudeau gives in his report, in 1798, a confirmation of this early settlement. He states it was known more than sixty years before. While records show scattering relations of French settlements in 1742, as miners of salt and lead, and there is reference made to a fort in 1759, named Fort Joachim, the oldest document, a bill of sale, was made to a house and lot in December, 1754, which is evidence this village was well established at this time.

In 1766 the French commandant was in charge of the post of St. Genevieve, and remained until 1769, when he was removed by O'Reilly, the Spanish General at New Orleans. The population in 1769 was 600.

In 1766 the first marriage of which we have any record was May 19, between Pierre Roy and Jeanette Laland. There were several sales recorded in 1767, and with the sale of salt works, there was conveyed six negroes, one-half interest in negro cabins, some mineral,

two hundred and eighty-four pigs of lead, ten horses and necessary tools, and house and lot in St. Genevieve, and other things, all sold for forty-nine thousand livres "in genuine money," not furs. A livre was an old French coin, valued at 18½ cents of our money. In this same year is given a record of the sale of a negro for 1,250 livres. A commandant appointed by O'Rielly named Valle, the first commandant at St. Genevieve, was said to be the "richest inhabitant of the country of the Illinois," raised great quantities of corn and provisions; was the owner of one hundred negroes, and in addition "hired white people" and "kept them constantly employed." St. Genevieve was the principal settlement in Missouri prior to the Spanish Regime, but the flood of 1785 caused its abandonment, which was completed in 1791.

This at that time was the greatest flood so far known, being in many places twelve to fifteen feet deep in the big field, but from the water marks kept at St. Genevieve, the next great flood of 1844 was four feet higher than 1785.

In 1785 we first have reference to one of Chouteau's boats, a keel boat arriving and being made fast to the top of one of the stone chimneys of a house standing in the "Big Field."

While there are but few records showing the corruption of high Spanish officials of this period, we are given one which testifies of a commandant's integrity, but shows the corruption existing in the "higher ups." Schultz, who visited St. Genevieve in 1807, writes in reference to building the fort, and says: "It seems after the fort was completed the commandant had to wait upon the governor of the province, to present the charges. They were presented, amounting to $421.00. The governor, after examining the account, handed it back to the commandant, informing him there was some mistake. The commandant retired and examined it again, but finding it correct presented it once more. The governor on looking it over, informed him it was still incorrect, and advised him to consult with some of his friends, as he had omitted a figure or two. The commandant then called upon a friend to look over his account with him, who no sooner saw the account than he burst into a loud laugh, and taking a pen added a "0" to the sum stated. The commandant presented the account the third time, when his excellency replied it was still not quite right yet. The commandant was amazed, but what was his astonishment when he related the affair to his friend, to see him add another "0" to the last sum making it $42,100, instead of $421. On presenting the account the fourth time it was graciously received, and for the discharge of the whole a very small part paid to the commandant."

Moses Austin was one of the leading citizens in the early settlements in and around St. Genevieve. As in our day we have so-called counts or others posing as personages of great standing in the old country, so we are told the story of how Moses Austin, in 1796, en-

tered the trading post of St. Louis, "clothed in a long blue mantle, lined with scarlet, and embroidered with lace, rode on his best horse, followed by his servant and guides, through what was designated as a street, to the residence of the governor. "He was met by a messenger from the governor, to inquire the rank of the foreign visitor. and upon information given, Austin was treated as a guest of the governor."

There are many interesting incidents related of the early settlement of this, the oldest town in Missouri, all of which are of record in the many books written of this part of Missouri.

In order to trace definitely the early settlements of Missouri as they relate to the advancement of the steady stream of immigration which began immediately from the states of Pennsylvania, Maryland, Virginia, North Carolina, Georgia, Kentucky and Tennessee, it will be necessary to give the settlement of St. Louis and the near by settlements. The settling of St. Louis by Laclede Liguest takes us again back to the days when the French exercised authority over the Louisianas, even to 1762 when the last governor at New Orleans. Governor Kerlerec, granted to Laclede the exclusive trade with the Indians, as a reward for services he had rendered. Laclede came to Louisiana in 1755 and after securing this exclusive right to trade with the Missouri Indians, secured as a partner Maxexnt, one of the leading merchants of New Orleans, and thus the firm of Maxent, Laclede & Co. was established, Maxent to furnish the goods and capital, and Laclede to devote his time to the business.

After the treaty of Fountainbleau, 1763, when the English came into possession of all the territory east of of the Mississippi, it was very evident to the great mercantile houses at New Orleans, in order to control their fur trade coming down the Mississippi and Missouri rivers to New Orleans, they must establish a post nearer the confluence of the two rivers, and for this purpose Laclede, on the 3rd day of August, 1763, sailed up the Mississippi from New Orleans, with his boat of merchandise, accompanied by Madame Chouteau and family, including her son Auguste Chouteau.

After a voyage of nearly three months, Laclede, with his boat, arrived at St. Genevieve, but finding no place to store his goods, continued his journey to Fort de Chartres, where he arrived Nov. 3, 1763. This fort was and had been for a number of years, the seat of government for all that Illinois country. It was located a few miles above St. Genevieve in the southwest corner of what is now Monroe County, Illinois.

This Illinois country was then an indefinite domain, stretching westward to the Rocky Mountains, and east and north, toward Canada. During December Laclede prospected the country, going as far north as the mouth of the Missouri, and some distance up that river.

Finally his attention was attracted by the beauty of St. Louis county, as well as its commercial advantages, through the three rivers. Upon his return to the fort, Laclede is said to have reported he had selected a site for his trading post, which might become one of the finest cities in America.

When Laclede made this selection for his trading post it was understood that France had ceded the country east of the Mississippi to England, and west of the river to Spain, although it had not yet been officially confirmed, Laclede sent his boat under charge of Auguste Chouteau, then about 14 years old, to the site he had selected, and he landed there on February 14th, 1764. Madame Chouteau and her children came up from Fort de Chartres in a cart, accompanied by Laclede, through the American Bottom, arriving at Cahokia, about the same time the boat anchored at the selected site.

Madame Chouteau was a thorough business woman, and is said to have left her husband, Auguste Rene Chouteau, on account of ill treatment, and contracted a civil marriage with Laclede. Auguste Chouteau was born in 1750, therefore fourteen years old when he landed at the site of St. Louis.

Madame Chouteau had four children after her civil marriage to Laclede, but on account of the French law, they all bore the name of Chouteau. There is some question about this date of landing. Houck prefers February 14, while others give it as March 14, 1764. This young boy, 14 years of age, inherited from his mother those business traits which actuated him in after life as one who should command men, for the next day after his arrival, he put the men and boys who came with him on the boat to work.

After the arrival of Laclede and family, and others who came from Cahokia, the total number comprising the settlement was thirty. At end of first six months, in the fall of the year, a band of warriors with their women and children, soon appeared, and in a friendly manner located near their village, manifesting great interest in all the pleasures, with an eager interest to enjoy all the liberties the place afforded. They were unwelcome guests to Laclede and quite a quandary as to how to be relieved from them in a peaceful way. He concluded to put them to work, thinking their natural aversion to anything of that nature would induce them to leave. He employed them to dig a cellar for a house he was going to build, the squaws worked in carrying away the dirt in wooden trays and baskets, but the warriors would not work but would appropriate everything they could pick up they found lying around loose and while it could not be called stealing, the patience of Laclede was finally exhausted, and he peremptorily ordered them to move their camp, and threatened to call in the troops from Fort de Chartres before they withdrew. Two

DANIEL BOONE, PIONEER OF TWO STATES, 1734 TO 1820.
Eighty-Six Years Old. To Missouri 1787.

years after this, in 1766, a band of Peoria Indians was permitted to build a small village in the lower end of town, about a mile below where the United States arsenal now stands, and was called "Prairie de Village Sauvage." Ten additional families came over from the east side, making 40, all told, at the end of the first year. This was the nucleus of the future metropolis of the Mississippi valey, and Laclede named it St. Louis, in honor of the sainted King of France. It was for some time known as Laclede's Village, and afterward called Paincourt, a name given them when they had to go to St. Genevieve for flour, the name meaning "short of bread."

In 1765 when the British Highlanders under Captain Stirling reached Fort de Chartres, Captain St. Ange withdrew his French forces to the west side of the river, thus adding to Laclede's village. To show the dislike of the French to the change from the French to British, a line from Lieutenant Frazier, a British officer, expresses it thus: "The greater part of those who inhabited our side of the river abandoned it on our getting possession of the country." To this is attributed the influx of the French into St. Louis, and the rapid growth of the town. While the author spent his young boyhood for several years in the city of St. Louis and would gladly tell more of our city on the eastern border of our state, this tarrying by the wayside was to acquaint the readers with the early history of the man who built or commenced to build the first house on the site of St. Louis, and was also the builder of the first warehouse in our city limits some sixty years afterward, or his brother did. There is probably not a state in the Union that can bring to the front a single citizen with such a distinction, as being the very first citizen of any note to be called the first citizen of its two famous cities, as we may designate to Auguste Chouteau. St. Ange assumed authority in St. Louis, as this country still belonged to Spain and as his authority extended over it prior to the east side being ceded to England, therefore it was not necessary to have an election, and the St. Louis people understood it.

Many of the Spanish grants so numerous in this part of the state were given under this authority of St. Ange, and were never questioned by the Spanish authorities. The town was platted in 1770 and St. Ange was the grantor in first lots to Laclede and others.

In order to bring our history up to the date of the Louisiana purchase, it is recorded St. Louis at that time had thirty-three stone dwellings, one hundred and thirty-one built of posts and logs, and seven out of posts and stones. The French log houses were built by posts set in the ground, and these were bound together by timber, and interstices filled with stone and mortar.

Agricultural operations were carried on in a common field, in which all the settlers were interested. Auguste Chouteau states, the

first common field of the old village of St. Louis extended from near Market street north to the Big Mound and from what is now Broadway, as far west as Jefferson avenue.

A contract to build a house in 1768 for Dr. Jean B. Valleau was made with Peter Tousignau, a carpenter, and its description is thus given, to build a house of posts eighteen feet long by fourteen feet wide, shingled roof, stone chimney, partitioned in the center, door in partition and door on the outside, two windows and shutters, well floored and sealed with well jointed cottonwood plank, and the pay for this work was to be "sixty silver dollars." Dr. Valleau to furnish the iron and nails. To the carpenter of this day "sixty silver dollars" must seem an extraordinary low price, especially when all the work was done by hand, the plank sawed out of the logs by hand, no machine work and steam to help.

Dr. Valleau died the next year and this house and lot was sold in December, 1768, for $50.00, thus being recorded the first real estate transaction in the village of St. Louis.

The first grist mill was built in St. Louis in 1766 by Joseph Taillon, and was operated by horse or ox power, but before this the settlers used mortars to make meal and flour.

As Laclede and Auguste Chouteau were always leaders in everything for the good of their village or town, Laclede bought this mill and equipped it with stones, raised a dam and run it by water power, and in 1779 after Laclede's death Auguste Chouteau acquired the property and operated a mill here for half a century. In 1772 the total population of the settlements on the west side of the river had increased to 1,288 of which 803 were whites and 485 were slaves. St. Louis had a population of 399 whites of both sexes, and 198 slaves.

We have given in the chapter of "Forty Years Under Spanish Rule" a short account of the only time St. Louis was attacked during the Revolutionary war, and yet we find by the ordinances promulgated by the Spanish commandant, that there was continual unrest and uneasiness, for during Cruzat's administration, this ordinance was issued, to prevent surprises, that every person, whatever his rank, occupation, or condition, "should not leave his dwelling by day or night without being armed," so as to be provided "for every emergency."

Horse racing was prohibited in the streets of the town, and no one was allowed to ride horse back or drive a cart faster than a trot. Slaves were forbidden to hold any assemblages at night in their cabins or to leave their cabins after the beating of the *retraite*, unless on some errand for their masters, on a penalty of receiving fifty lashes, nor were they allowed to have a dance without express permission from their masters and government, either day or night, and negroes, free or slave, were prohibited to dress like the Indians and savages.

An ordinance fining persons in whose house a person dangerously sick might be, for failure to advise such person to make his will and "to perform the duty of a good Christian," and to notify the lieutenant governor, so that "we ourselves may go to the dwelling of him who wishes to regulate his conscience by a will or other act, by which his legitimate heirs may not be deprived of inheritances" thus to avoid "the lawsuits and chicanery which almost always result from the death of a person who had died without making a will, which has already occurred only too often." Ordered kids and goats must be shut up, and plows, carts, sledges, carriages not left on the streets. As elsewhere noted the year 1785 was memorable as the great flood. Chouteau says the water in the river in April of that year rose twenty feet higher than ever known above the highest known water mark. He went with a boat through the woods of the American Bottom to Kaskaskia. This is the flood that swept away the old village of St. Genevieve. From this year many events were reckoned.

In 1787, during the administration of Don Manuel Perez, the Osage Indians became unfriendly, and by prowling around on the outskirts of the villages killed many unwary settlers. Perez sent his agents to different tribes on the east side of the river, and encouraged them to settle on the west side. This caused friction with the Osages. It was during Perez's administration that Col. George Morgan launched his great scheme for peopling the Louisianas.

Perez was succeeded in 1792 by Trudeau and soon after he assumed office, he was greatly surprised by the arrival of one Don Pedro Vial in St. Louis, accompanied by two young men, who had "come from the city of Santa Fe, of the Kingdom of Neuvo Mexico, having been commissioned by Governor Don Fernando de la Concha to open a road from that city to St. Louis. Pedro Vial said he could have made the trip in twenty-five days, if he had not been hindered. Trudeau took great interest in the expansion of the fur trade. At this time in 1794, he probably organized with the co-operation of Clamorgau, the first commercial club of the Mississippi valley, and after calling the chief merchants, among them Chouteau, Sr., and Chouteau, Jr., as well as Robidoux, they secured from Carondelet the "exclusive privilege of trade, beyond the Ponkas for ten years. Their ideas ran beyond the sources of the Missouri, and "if possible to the Southern Ocean."

In 1796, Lieut. Col. Don Carlos Howard came up the river in keel boats and galley, with 100 men, quite an army in those days. This was one of the memorable years, to be quoted as one of the epoch makers known as the "Annee des Galeres."

De Lassus, succeeded Trudeau August 29, 1799, and small-pox first appeared this year. The winter of 1799 and 1800 was very cold, Chouteau reporting the thermometer fell to 32 degrees below zero.

In 1801 the first military hospital was established by the Spanish Government at St. Louis, and Dr. Saugrau was appointed surgeon at a monthly salary of $30.00.

In 1795, James Mackay established a small settlement at St. Andrew, and this village was in the Missouri river bottom, known as Bon Homme. In 1797 he built a horse mill on Wild Horse creek. He was dispatched by Clamorgau to discover the Pacific ocean, and left St. Louis in 1795, in August, going by boat up the river for that purpose, with a number of picked men. He made one of the earliest maps of the upper Missouri region, up to that time an "unknown part of the world." His orders to people his grant with Roman Catholics, he complained to the authorities at New Orleans, had been a "mortal blow for upper Louisiana," and that the Indians as a consequence were beginning to plunder the people who had settled, of their cattle and horses. He further says that to people the country wholly with Roman Catholics "is entirely impossible without great expense, and that in the United States not one in a thousand persons belongs to the Catholic Church."

There were many settlements on the small rivers, around St. Louis, but the purpose of this history is to show the gradual settling of Missouri more particularly as it expanded, along the Missouri river, finally reaching the western border; therefore the next settlement is St. Charles.

As St. Louis had become known as a district embracing all the country south of the Missouri river extending indefinitely westward, so the district of St. Charles embraced all territory north of the Missouri river and extending indefinitely westward, and also indefinitely to the north. Grants of land made by Carondelet were claimed as far north as opposite Prairie du Chieu, and one by Julian Dubuqne, near Dubuque, Iowa. St. Charles was first known as "Les Petite Cotes," from the little hills surrounding it. The first settler was Louis Blanchette, the hunter. He married a Pawnee woman in 1790. He was appointed commandant at St. Charles at a salary of $11.00 per month, and that seldom paid. Auguste Chouteau made the survey of the village of St. Charles. A large tract of land in the bottoms was reserved as the commons, to supply the people with fuel and fencing, and in 1797 the village of St. Charles was surrounded by a fence. Auguste Chouteau received a concession on a branch called St. Augustine, just above St. Charles, to build a mill, but he assigned this claim to his brother Pierre Chouteau, who commenced to build a dam, but in 1788 this mill dam was swept away by the flood.

St. Charles had a population of 450 when Louisiana was ceded to the United States, chiefly composed French Canadians. Lewis, of the Lewis and Clark expedition, says: "In their manners they unite all the careless gaiety and ample hospitality of the best times of

France, yet, like most of their country-men in America, they are but ill qualified for the rude life of the frontier. Not that they are without talent, for they possess much natural genius and vivacity; not that they are destitute of any enterprise, for their hunting excursions are long, laborious and hazardous, but their exertions are desultory, their industry is without system and perseverance. The surrounding country, therefore, though rich, is not generally well cultivated. The inhabitants chiefly subsist by hunting and trading with the Indians, and confine their culture to gardening in which they excel."

In St. Charles county there was a settlement, the most important outside of St. Charles, known as Portage des Sioux, located on the tongue of land where the Missouri approaches nearest the Mississippi, north of the mouth of the Missouri. This name was given it from the fact, according to Beck, that the Missouris, who at one time had their huts near here, being at war with the Sioux, and having heard the Sioux were coming down the Mississippi on a foraging expedition, with a hope to surprise them, ambushed themselves, at the mouth of of the river in considerable numbers, but the Sioux being more cunning, instead of going to the mouth of the river, landed at a point since known as Portage des Sioux, above the mouth of the river and carried their canoes across to the Missouri, and thus evaded their enemies, and escaped with their spoils. Among the early inhabitants of Portage des Sioux we find Pedro Vial, the first man who made the trip from Santa Fe to St. Louis in 1792.

DANIEL BOONE

A small creek about thirty yards wide named Femme Osage empties into the Missouri about twenty miles above St. Charles. An American settlement was formed here in 1797, under the Spanish dominion, and the earliest settler was Daniel Morgan Boone, a son of Daniel Boone, a slave owner, in that day indicating a man of wealth. Upon the invitation of Trudeau, who promised him a grant of 1,000 arpents of land, Daniel Boone came to Missouri from Kentucky in 1799, making his home with his son. He was made commandant of the Femme Osage district. Under advise of De Lassus, Daniel Boone did not cultivate his Femme Osage grant of land, in order to perfect his title under the Spanish law and afterwards the commissioners rejected his claim, but it was finally confirmed by a special act of congress in 1841. While there are many conflicting stories in regard to Daniel Boone in Missouri history, some claiming his hunting excursions took him to Boone's Lick in Howard county, and others to trapping up on the Blue river, within the limits of Kansas City, and the author of this history was born in one of the log cabins he built on the Femme Osage, therefore greatly interested in his life in Missouri, he has failed to confirm any report that he was in Howard or Jackson counties, but that pioneering west of St. Charles county

was done by his sons, Col. Daniel Morgan Boone and Nathan Boone, the surveyor.

De Lassus and Trudeau made many grants in the last days of the Spanish regime, in the district of St. Charles, and the names of these pioneers were given to the locations in which their grants were made, for instance the Femme Osage Bottom was also called "Darst's Bottom," from David Darst, a Virginian, who received a concession near this stream. The largest and most notable claim was given to Clamorgau, based on his services in exploring a pathway across the Rocky Mountains to the Pacific ocean. This claim was never allowed or confirmed, but was urged for many years in congress. Many grants of land were made for special services, but no actual settlements were made.

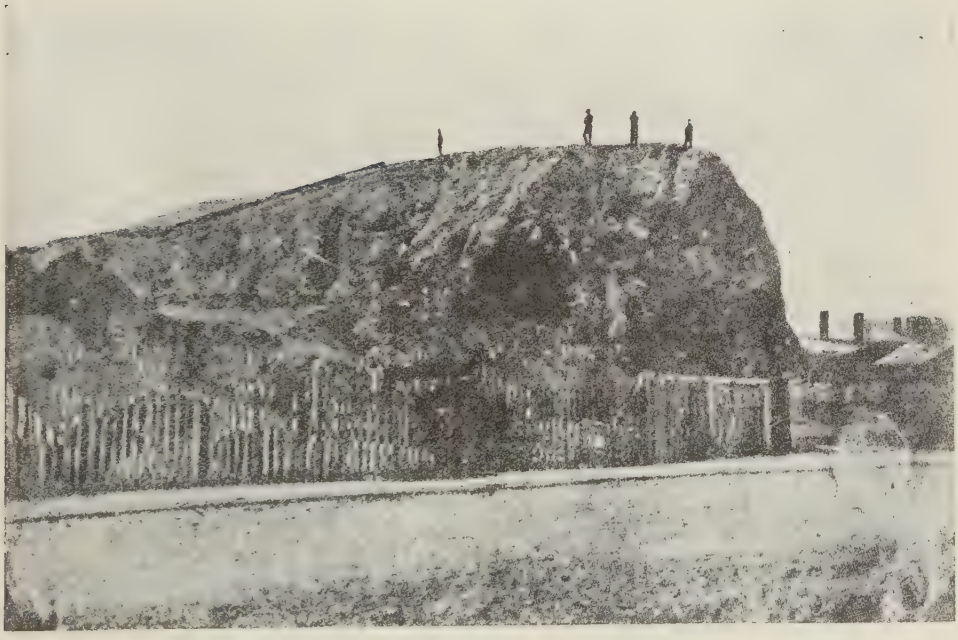
There are volumes of history written about the pioneers who faced the borders of civilization under the Spanish dominion in Missouri, some devoted entirely to southeast Missouri, in which the full story of Colonel George Morgan and others are told, in the early settlement around New Madrid, Cape Girardeau and many other points, upon which Missouri historians delight to dwell, but in this history we have endeavored to relate the early settlers, both of French and Spaniards, bringing them up in a concise form to show in particular the men who afterward were the real pioneers in the western part of the state.

Before leaving this southeastern part of the state, there is brought to mind the establishing in 1789, the public road,—El Camino Real—the King's highway, which was marked out following the old Indian trail running from New Madrid north to St. Louis. It passed through Cape Girardeau and St. Genevieve and from there to St. Louis, and was sometimes called the Illinois road, as it led to what was then known as the "Illinois country," north of Apple Creek and to St. Louis as far as the Missouri river. These great highways were extended later throughout the state, known as State roads.

Prior to the transfer of the Louisianas to Spain, the commandant of Fort de Chartres held the territory of Missouri under his jurisdiction, and the laws and customs were regulated by the orginal charter granted to Cruzat. Originally all these laws were made to conform to the "Contume de Paris," which were selected by the advisers of the King, but while these laws and customs were practiced as a general thing in the French communities, when O'Reilly came into power at New Orleans, he instituted a Cabildo, composed of six perpetual Regidores, two ordinary Alcaldes, an attorney general, a syndic, and a clerk. This tribunal was presided over by the Governor in person. The reader will be taken back to customs in Jewish history when the tax gatherers or collectors for the Roman Empire were given to that one bidding the highest for the privileges granted by such offices. For the office of these Regidores could be acquired by purchase, and when

GENERAL JAMES WILKINSON
Commanding General U. S. Army.

DON ESTEVAN MIRO
Fifth Spanish Governor of Louisiana.



THE GREAT INDIAN MOUND, ST. LOUIS.

these offices were first established by O'Reilly, they were sold at auction, and the purchaser acquired a vendible interest in these offices, the right to sell and transfer the same to a known and capable person, one-half of the appraised value to be paid in cash, and the balance at the rate of one-third on subsequent changes.

During the Spanish government, anyone aggrieved by the ruling and decision of these military and civil officers of upper Louisiana, could not only appeal his case to the Governor General at New Orleans, but could take it thence to a judicial tribunal in Cuba, and from this tribunal to the Audiencia of San Domingo, and from thence even to the Council of the Indies in Spain. So that the rights of the individual, in theory at least, was carefully guarded by this procedure under the Spanish colonial code. Like all systems of jurisprudence, the matter of money to secure all rights is practicable.

The costs in cases where it was necessary to carry cases to the tribunals even as far as New Orleans, were excessive. To illustrate the absolute authority of the Lieutenant Governor of St. Louis district in enforcement of the rules and regulations to protect the lot owners: a common field fence was not maintained in front of a lot owned by a Mrs. Verdon of the village of St. Louis as required by the laws and regulations. Simply an order of the Lieutenant Governor turned it to Mr. Chouteau, who took possession of it and kept up the fence, without any litigation whatever. It seems hardly possible that such a method of disposing of property under a system of government where all affairs are regulated by fixed laws and administered by officers belonging to different departments, should exist.

The Lieutenant Governor united in himself, at that time, the judicial, executive and military functions; he made concessions of the royal domain; he ordered and conducted judicial sales; he acted as notary and controlled the affairs of the province without the interference of any one; the people regarded him as representative of the Sovereign. Hence when property could be secured for the asking, if they failed to comply with the laws and regulations it was not unusual to give the property to some one who would do those things. Madame Verdon died in 1796, and the property, now in the heart of St. Louis, is worth untold millions.

As in all monarchial governments the laws were especially strict, and enforced to the letter where any seditious language was used, questioning the orders of any constituted authority, and in consequence the French settler rarely ever permitted any language in derogation of the existing order of things to escape his lips. A case is recorded under Governor Piernas, in which one Le Tourneau was banished from "Paincourt" for using improper and seditious language in contempt "for ten years from his Majesty's settlements," with still heavier punishment if he should disregard the sentence.

He was required to pay costs of prosecution, which in this case amounted to 45 reals or $5.62½.

A case is given showing how personal slander was treated in "Paincourt" (St. Louis). Thus, one Michael Calas, cited for having defamed the reputation of Madame Montardy, was dealt with in a summary way. It was decreed that he personally apologize, and ask her pardon, and in addition pay a fine of twelve hundred mararedis, one half to to go to the lady, and the other half to go to the church.

The order closes as follows: "and to be banished and chased away from this part of Illinois for ten years, as a pernicious calumniator and disturber of the public repose, as much for the present offense as other violences committed heretobefore. To this effect he will be conducted by a detail of men beyond the bounds of this province, where this sentence will be read to him by the constable of this post, enjoining on him, to respect his banishment, and not to reappear under penalty of corporal chastisement if found in the possessions of his Catholic Majesty." Many cases are given in regard to slander in St. Louis, and the quick and severe punishment of the same. While there is here given the strict severity and quick punishment meted out to those who came directly under the jurisdiction of the authorities both French and Spanish, it is quite remarkable when the kind treatment the Indians received at the hands of these two nations is noted. Their rules and regulations sought in every way to protect these aboriginal inhabitants. The French managed to live in amity with the Indians, so much so that when the savages visited the French villages they felt at home. French pioneers were free from that haughty arrogance, and race superiority that characterized even the poorest Anglo-Saxon pioneer, and they were especially free from the land hunger that was so manifest even in the humblest English speaking settlers. The Indian character was thoroughly understood by the French, and they manifested a decent respect for his customs. There are very rare intervals in which an Indian would kill or rob a French settler, during the Spanish Government in Missouri.

As we have shown in the trial of the Indians at New Madrid, whenever it was necessary to apprehend and punish an Indian, great care was exercised to impress and convince his tribe that the punishment was just. The American settlers never troubled themselves in that way. Whether the chief of the tribe or the tribe approved the punishment was of little consequence to them. In fact, the chiefs and other Indians could consider themselves fortunate if they were not killed without ceremony for an offense by one of their tribe of which they had no knowledge whatever. The Anglo-American asked permission from no one before proceeding against the Indians in his neighborhood. He took the matter in his own hands, and often remorselessly, cruelly, without semblance of fair dealing, trampled all

argument under foot. If an Indian was tried at all it was in a forum, the nature and character of which he did not understand, and was not able to comprehend, matters, also which no one took trouble to explain to him. His own chief was not consulted nor asked to assent to the justice of the sentence. What wonder Indian wars and massacres resulted.

We hear much of the cruelty of the Spaniards to the Indians. There is no doubt that many of the early explorers and conquistadores were guilty of great cruelty, but the best commentary of the merits of the two methods is the fact that in all Spanish speaking countries in Central and South America, the Indians and their descendants still constitute the bulk of the population, reclaimed to some extent to civilization and professing Christianity, while on the other hand in the English speaking portion of the continent, they have been exterminated, or if not exterminated, driven and moved from place to place until now, finally their last resting place, assured them as a common home, "as long as grass should grow and water run," against their will, and in the interest of great railroads and land-hungry Anglo-Saxons, is divided among them in severalty, so that in some way white men may be enabled to secure their last acres. But our procedure is justified by the commercial interests of the country. Upon no subject does greater ignorance or more unfounded prejudice prevail among the people generally, than the treatment of the Indians by the Spaniards. The Indians in many instances received cruel treatment by them, especially on the Islands of the Carribean Sea—but nothing in history can be compared with the cruel and heartless manner in which the Indians of North America have been mal-treated, robbed, plundered and goaded, into wars of retaliation, in order to absorb their rich heritage.

THE ROYAL DOMAIN IN LOUISIANA

There is no instance found in either the French or Spanish governments in which any sale was made of any part of the Royal Domain in Upper Louisiana.

Grants of land were made by the Governor and Ordounateur under the French Government; but when O'Reilly took possession of the colony, he reccommended to the King of Spain that the Governor alone be authorized to make such grants, and his suggestion being approved, the powers were vested in the Royal Intendant, as exercised in the other American possessions of Spain. In Upper Louisiana there were only two "patented officers," these being the Commandants at St. Louis and New Madrid. While their regulations under O'Reilly restricted the granting of land to a single individual should be one league, the ordinance was so construed, as not prohibiting several grants of one league square to the same individual. Under these ordinances the greater part of the lands in southeastern

Missouri were given to influential men of their day, for services rendered, and the arguments sustaining such decrees, referred back to similar decrees, under Emperor Charles in 1542, and in 1588 by Phillip II, in 1614 by Phillip III, and in 1628 by Phillip IV, and under Charles II, incorporated in the codes for the government of the Indies. De Lassus, the last Spanish Governor, made many of these grants and concessions. The United States Supreme Court concludes that "the Intendant General had the power to adjudge on the equity of the claim and exercise the sovereign authority by making the grant as the King's deputy." While De Lassus and Trudeau were diligent in granting land to many of their favorites, the Chouteaus were not forgotten, and we note Pierre Chouteau secured 30,000 arpents in order to secure a great quantity of timber "necessary for the fabrication of salt" and also "to maintain a considerable stock farm." Louis Lorimer was granted 30,000 arpents to repay him for "the cares and troubles" which he "experienced in fulfilling the various missions with which he was charged, and the frequent voyages he was obliged to make to the injury of his private interest during his absence, and even at the peril of his life and health." The records are full of these land grants given from 1776 to 1801, many also covering mining claims. An arpent was equal to 192 feet and six inches—English measure. Lands were surveyed in long strips, all beginning at a common front, and running back to the river, and each occupant was required to maintain the levee, at the back of their respective holdings. A French quintal was 108 pounds. A minot of wheat equivalent to three bushels. Census of 1803: Farmers around Cape Girardeau raised 2,950 bushels of wheat, 58,990 bushels of corn, 3,100 pounds of tobacco, 9,200 pounds of flax and hemp, 39,000 pounds of cotton, 19,000 pounds of maple syrup, and owned 2,380 head of cattle, 674 horses and 179 slaves.

ZEBULON M. PIKE
First Steamboat at St. Louis Levee, 1817.

CHAPTER V.

THE LOUISIANA PURCHASE

Great Britain's Proclamation. George Rogers Clark. Patrick Henry. Treaty of September 3, 1783. Ratification May 17, 1784. Result as Effecting Mississippi Valley. Eight Articles of the Treaty. Free Navigation of the Mississippi. George Rogers Clark's Coonskin Brigade. Spain Denies Right of Free Navigation of the Mississippi. The Agitation in Kentucky. Commercialism of East Against West First Shown. General James Wilkinson, Agent of Spain, His Work in Kentucky. Spanish Lady of New Madrid. Miro, Governor General at New Orleans, Works Through Wilkinson. Powers, the Next Spanish Agent Under Carondelet, 1791. Some Correspondence Exposed. Colonel Morgan's Failure. Power's Failure. Murder of Spanish Emissary on Ohio River. Final Treaty with Spain, 1795. Rapid Settlement in Upper Louisiana. Early Discussions Between France and America. February 26, 1801, Secret Session of Senate. Napoleon. Jefferson. Negotiations and Results. Verge of War.

There is certainly no epoch in the history of our country more interesting, and of greater portent to our people as a whole, and more particularly vital to that great expanse of country west of the Mississippi, in which Missouri was central or key State, than the acquisition of Louisiana from France, by purchase, and its consummation by peaceful methods.

The story of the frontiersmen as they gradually invaded the wilderness, followed by the more sturdy English settlers, overcoming all barriers, as they pushed out from the Atlantic seaboard, confronted by fierce, warlike Indian tribes, to the waters of the mighty rivers of the Mississippi valley, has often been written, and yet our people are ever eager to hear the relation of our ancestors' journeys as they emigrated from Pennsylvania, Virginia, the Carolinas and Georgia, as they gradually moved westward. The slowness shown in this movement prior to 1763, was attributable to a British proclamation prohibiting settlements west of the Alleghanies.

Virginia took the lead in asserting authority even to the Mississippi in 1769. In 1778 George Rogers Clark conquered all the British territory northwest of the Ohio river to the Great Lakes, and established authority in the old French settlements on the Mississippi. Virginia, in 1778, gave this conquered country the name of the County of Illinois and Colonel John Todd was appointed County Lieutenant and Civil Commandant of the same. Patrick Henry gave General Clark orders to build Fort Jefferson at the mouth of the Ohio.

North Carolina followed Virginia, extending her boundaries to the Mississippi, and Georgia proposed to establish, as the County of Bourbon, the territory now embraced in Mississippi. The victories over the Cherokee and Chickasaw Indians undoubtedly established the rights of the southern colonies to the Florida lines.

These conquests and extensions had *de facto* made the limits of the southern states embrace all the territory east of the Mississippi and north of the Floridas, when the peace negotiations began in 1783.

All this territory had been conceded as practically belonging to the Shawnees, Choctaws, Creeks and Chickasaws, as the British proclamation in 1763 excluded whites from this territory. These were very intricate problems, which our Minister, John Jay, handled with wonderful wisdom after very tedious and protracted negotiations, the final treaty being concluded on September 3, 1783, and ratification exchanged May 17, 1784, which secured to Spain East and West Florida; and by the eighth article of the treaty, free navigation of the Mississippi from its source to its mouth, was conceded to both citizens of the United Colonies and Great Britian.

The Mississippi was made the boundary line on the west between Spain and the United States, and on the south, it was fixed on the thirty-first degree north parallel, running east from the Mississippi, to the Appalachicola, thence down the middle of that river to its junction with the Flint, thence to the head of St. Mary's river, and down that river to the Atlantic ocean. It is here that the full significance is shown of the invasion of George Rogers Clark with his little band of 350 Virginia and Kentucky mountaineers, what might be appropriately termed the "Coonskin Brigade," proving the wisdom of Virginia, in her energetic actions during the Revolutionary War, yet not fully appreciated to this day. The conquest of the country north of the Ohio, and the building of Fort Jefferson at its mouth was unmistakable proof of the American claim. The magnitude of the results shows the far-seeing statesmanship of Governor Patrick Henry and his co-laborers in the Virginia assembly.

The Mississippi being secured as the western boundary ultimately led to the Louisiana purchase, for notwithstanding the treaty of 1783, which made the navigation of the Mississippi free to the United States, Spain practically withheld or denied this privilege, and almost immediately after the treaty in 1784, Galvez, the Governor General of Louisiana, instructed the Lieutenant Governor at St. Louis that the English and Americans did not, under this treaty, have "the right which they put forward to the free navigation of the Mississippi." The Spanish minister at Philadelphia, declared expressly that the Spanish King would never permit any nation to use that river, both banks of which belonged to him.

John Jay suggested a new treaty with Spain limiting it to twenty or thirty years, in which the United States would abandon the free navigation of the Mississippi, below her southern boundary. This was practically the beginning of the legislation of the east against the west, on account of gaining some concession to the east at the expense of the west. The bitterness aroused by this proposal in Kentucky was very great, for the mouth of the Mississippi was their gateway to the sea.

In 1769, the wife and daughter of Daniel Boone led the vanguard of the rapidly increasing population, that was soon to follow them

into the Bluegrass State, a distinctly aggressive and high spirited people, and resented with highest indignation the suggestion of Jay, in order that the eastern states might secure commercial advantage.

While the agitation reached its highest in Kentucky, it was not confined there alone but spread over the whole southwest. Spain was engaged in fostering these intrigues.

France was ever alert, trying to regain Louisiana, and Great Britain still had a hope of gaining a foot-hold in the Mississippi valley, and in the height of the discussions it led to the exposure, humiliation and expulsion of a United States Senator. The Spanish control of the mouth of the Mississippi was the constant source of irritation, the bone of contention, likened in later years to the control of the Bosphorus by the Turks at Constantinople.

To appease the dissatisfaction and the wrath of the people of the southwest, Spain encouraged their alliance with her to remedy the evil. A military post was established at New Madrid, and all boats were compelled to land there. A heavy excise duty was exacted, from 6 to 25 per cent ad valorem.

General James Wilkinson was the chief agent of Spain in the attempt to bring about separation of the western country from the United States. He prepared the address in favor of separation of Kentucky from Virginia, and finally secured statehood for Kentucky in 1787. In June 1787, Wilkinson, in the garb of a merchant and speculator, went to New Orleans with a boat load of tobacco, flour, butter and bacon. His boat was ordered seized and cargo confiscated, but Wilkinson secured an interview with Governor Miro, and he was permitted to sell his cargo without paying any duty. Working into favor with Miro, he remained in New Orleans several months, securing special trade privileges to introduce tobacco free of duty, and also a contract for annual shipment of two hundred thousand pounds of tobacco, on the account of the Spanish government at ten dollars per hundred. Thus Wilkinson was made dictator to the tobacco planters of Kentucky, as he controlled that product absolutely, as sales could only be made through him. Through this channel Governor Miro encouraged the influence of the Spaniards in this direction as he said in 1788: "I am convinced that there is no means more powerful to accomplish the principal object we have in view * * * than the promise that the Government will take as much as six million pounds of their tobacco instead of two million, which are now bought from them."

The purpose of Wilkinson is said, by Miro, to have been "the delivering up of Kentucky into his Majesty's hands, which is the main object to which Wilkinson has promised to devote himself entirely," and thus forever constituting "this province a rampart for the protection of New Spain." After Wilkinson's visit to New Orleans, the whole Spanish policy changed toward settlers in the

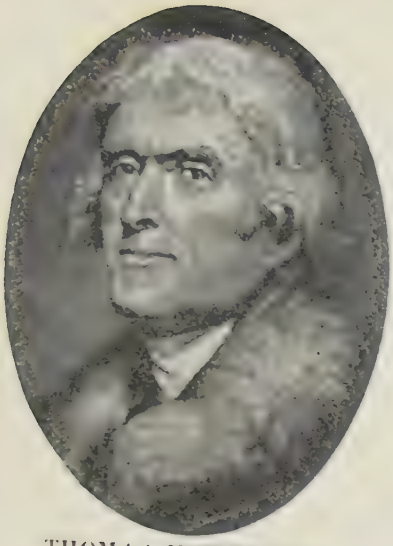
territory bordering on the Mississippi, and all produce was admitted free of duty. The rise of flour from $4.00 per barrel to $9.00 a barrel is an indication of the change. Gardoqui, the Spanish minister at Philadelphia, was the exponent of the new policy, and with Wilkinson encouraged the people of the western country to form an alliance with Spain.

About this time Colonel Morgan received his 15,000,000-acre grant of land at New Madrid, but Miro and Wilkinson saw in this a menace to frustrate their greater plan, and refused to encourage Morgan, hence his failure.

Wilkinson wrote Miro at the time of the second constitutional convention of Kentucky in 1789, that he would feel the pulse of the members, and consult with two or three leading men capable of assisting him, and then "disclose as much of our great scheme as may appear opportune, according to circumstances." He subsidized a few of the prominent men and wrote they were "decidedly in favor of separating from the United States, and an alliance with Spain," but his hope was that Spain, by rigorously prohibiting the navigation of the river, and bringing ruin upon the people, would drive them into rebellion against the general Government, and disrupt the Union. "Spain," he wrote, ought to consider the navigation of the Mississippi, as one of the most precious jewels of the crown" and further, if Congress can obtain the free use of the Mississippi, and if Spain should cede it, without conditions, it would strengthen the Union, and deprive Spain of all influence in this district."

Winkinson in the convention declared himself in favor of a separation, so as to secure the free navigation of the Mississippi. But the matter was referred to a committee, a long recess was taken, and in the meantime the powers of the new Constitution of the United States became manifest. Political appointments were bestowed on many of Wilkinson's adherents, and he himself was appointed colonel in the new army, and Spain's opportunity slipped away, yet Wilkinson kept up his treasonable correspondence, but the flow of Spanish money was not so free as before. Miro was greatly displeased. Wilkinson's adherents began to fall away, and instead of creating discord, an undertone of calmness that the relations between Spain and the United States would soon be amicably settled. The people were willing to wait if they saw any real efforts put forth to protect them under the treaty. Washington suspected Wilkinson and in order to secure protection in an emergency, Wilkinson became a Spanish subject.

Carondelet succeeded Miro in 1791. Through an emissary, Thomas Power, sent to Kentucky to ascertain the present feeling of the inhabitants since the change, and especially to know Wilkinson's policy for the future. Carondelet endeavored to obtain through Power the force, discipline, and temper of the army under Wilkinson,



THOMAS JEFFERSON

NAPOLEON BONAPARTE

Transferring Louisiana From France to the United States.
Signing the Treaty By Marbois, Monroe and Livingstone. April 30, 1803, in Paris.

making a strong appeal to his ambition, telling him that all it required on his part was "firmness and resolution" to make the "western people happy." He finishes his appeal by asking: "Can a man of your superior genius prefer a subordinate and contracted position as commander of the small and insignificant army of the United States to the glory of being the founder of an empire, the liberator of so many millions of his countrymen—the Washington of the west?" This produced no effect, yet they continued to receive Spanish money, held correspondence with the Spanish officials and their representative, Power.

These intrigues continued through Carondelet's administration, often causing great excitement. An incident is told in 1796, that a man named Elisha Winter, being at New Madrid, at Fort Celeste, heard the commandant, Thomas Portelle, make some observations he could not understand. Asking the interpreter for an explanation, he was told Portelle had in his chamber upstairs "a Spanish lady going to visit General Wilkinson." This aroused Winter's curiosity, and he found that the reference was to a chest of Spanish dollars, as much as five men could handle, sent by the Spanish government to Wilkinson. This, of course, seemed strange to Winter. Afterward going up the Ohio in a canoe, no doubt occasionally thinking of this "Spanish lady," he met Power coming down stream on his way to New Madrid, who told him that he was going there to get some groceries. This convinced the suspicious Winter that Power was on his way to "gallant the Spanish lady to headquarters." Accordingly he made all haste to see General Wayne to give him information of the "approach of so valuable a creature." But Wilkinson never received this money, for the messenger entrusted with it, Harry Owens, was murdered by his boatmen, who divided the money among themselves, and escaped into the woods. The agitation still continued, and in 1794 reached the western borders of Pennsylvania, and Wilkinson and his adherents who had been interested in the plot under Miro, were disposed to take it up again, and his chief co-conspirators, through Power, agreed to meet a Spanish officer of rank, at the mouth of the Ohio. A very distinguished Spaniard from Natchez was entrusted by Carondelet for this important mission, his name, Gayosa de Lemos. He went from Natchez to New Madrid, and sent Power to Kentucky to arrange for the conference at the mouth of the Ohio. In the meantime Gayosa proceeded to the mouth of the Ohio, and while waiting erected a small stockade, on the Missouri side of the river, in what is now Mississippi county, afterward known as Bird's point. Power was greatly disappointed in his mission, for out of five men, Innis, Sebastian, Brown, Murray and Nichols, only one, Sebastian, came to meet Gayosa. Sebastian went with Power to New Orleans, arriving in January, 1796, remaining there until spring, when he sailed to Philadelphia with Power, carrying with him

an elaborate plan to induce the western country to withdraw from the Union, and form a separate government, and in return to receive aid and support in arms and money from Spain. While this was brewing the treaty of San Lorenzo, of 1795, was publshed. The free navigation of the Mississippi below the 31st parallel of north latitude was reaffirmed, with an express stipulation that the people of the United States should be allowed "to deposit their merchandise and effects in the port of New Orleans, and export them thence without any other duty than a fair price for the hire of stores." This privilege to continue for three years, and at that time a new depot for deposits was to be established on another part of the bank of the Mississippi river.

Now that this vexing problem had been temporarily settled, the immigration of the settlers from the Atlantic seaboard began in earnest. The river to New Orleans was filled with keel boats and "broad horns" carrying the products to that great seaport. In 1800 it was first rumored that Napoleon, by secret treaty, had acquired Louisiana for France, again causing apprehension on the part of the people, but no open change of dominion took place.

The treaty of 1795, had expired, but the Spanish officials had continued to carry out its provisions, and all was running smoothly until the Spanish Intendant, Don Juan Ventura Morales, imagined such an indulgence might ripen into a claim of a right, issued a proclamation October 16, 1802, putting an end to this privilege. This was modified by a note from the minister of Spain, saying the Intendant had acted without authority.

These changes and irritations had continued so long, that a forcible seizure of New Orleans found numerous advocates. Governor Morris had said; "France will not sell this territory. If we want it we must adopt the Spartan policy and obtain it by steel, not gold." And he further adds: "France in possession of New Orleans, and the time will soon come when those who cross the mountains will cross the line of your jurisdiction."

February 26, 1801, in a secret session of the senate, the purchase of New Orleans was authorized, it was generally thought and the idea had great weight, that if Napoleon once obtained actual possession of Louisiana, it could only be obtained from him at the expense of a war with France.

Jefferson said, "There is one spot on the globe, the possessor of which is our natural and habitual enemy. That spot is New Orleans. France placing herself at that door assumes to us the attitude of defiance."

NEW ORLEANS

New Orleans, since its founding by Bienville in 1718, had been the Gibraltar of the great Mississippi valley, and the question of free navigation of the river must be permanently settled. France was

not ignorant of the possible danger of invasion threatening Louisiana at any time, from the Americans living north along the Mississippi. In a secret report, after the cession of the territory under the treaty of St. Ildefonso, M. de Pontalba, speaking of the dangers that had at various times threatened New Orleans, and the services rendered by General Wilkinson, says: "Four times between 1786 to 1792, preparations were made in Kentucky and Cumberland to attack Louisiana, and every time the same individual caused them to fail through his influence over his countrymen. I make these facts known to show France must not neglect to enlist this individual in her service." Spain realized the aggressive character of the western people, and always aimed to keep powerful and influential agents in the west, to forewarn her of any sudden impending danger such as the sudden seizure of New Orleans, or other points of Louisiana.

The people readily realized the improved and changed condition of affairs, so soon as the retrocession of Louisiana to France had taken place, on account of the confidence they had in a strong military power. But the still unsettled question of the free navigation of the Mississippi river, upon which the prosperity of the country depended, kept the popular feeling on a high tension. Senator Ross of Pennsylvania introduced a resolution that the President be authorized to call into service not exceeding sixty thousand men in North Carolina, Georgia, Ohio, Kentucky, Tennessee and Mississippi Territory to "secure the indisputable free navigation of the river, and a convenient place for the deposit of their merchandise at New Orleans." The resolution was not adopted, but it showed the feeling and determination of the people. Instead of this a proposal by the Hon. John C. Breckenridge of Kentucky, as a substitute was adopted, raising the number of men to eighty thousand, to organize, arm and equip and perform such service as might be proscribed by law, and two million dollars were appropiated to cover expenses, and cover any other outlays the President might find necessary, during the recess of Congress. Another resolution by John Randolph of Virginia was adopted, expressing the unalterable determination of the country to maintain the boundaries and right of navigation and commerce through the Mississippi river, as secured by existing treaty.

From the above it is quite evident some action must be forthcoming at an early date. and after carefully framing instructions by Jefferson and Madison, James Monroe was sent to Paris, as Envoy Extraordinary in conjunction with Robert Livingstone, our minister there, to treat with France upon the navigation of the Mississippi, and the purchase of New Orleans. This appointment met serious objection in the Senate, but was confirmed by a vote of 15 to 12.

President Jefferson was thoroughly obsessed of the importance of this mission, many years before he became President, and in his letter to Monroe, after paying a just tribute to that great man,

demonstrated that his own master mind conceived the plan to acquire by purchase, an outlet for the west. He says to Monroe: "If we cannot by a purchase of the country, insure to ourselves a course of perpetual peace and friendship with all nations, then as war can not be far distant, it behooves us immediately to be preparing for that course without, however, hastening it, and it may be necessary for you to cross the channel." Prior to this time there was no indication that any one had a thought or even a dream that Louisiana could be acquired from France. When Livingstone was sent to Paris, as Minister to France, January 11, 1803, his instructions were to vigorously insist upon the purchase of the island of New Orleans or some other place of deposit for the products, commodities and commerce of the country," and possibly a thought in connection with the purchase of New Orleans, was that the Floridas might be purchased.

When Monroe arrived Livingstone had everything in readiness for the meeting with Barbe Marbois and Napoleon to conclude terms for the purchase of Upper and Lower Louisiana, at a price so low as to be within reach of our treasury.

Napoleon was in great need of money to prepare him for the inevitable war with England. He realized in case of such a war, Louisiana would be a burden to him instead of an aid. The commerce of France would be aided by the cession of Louisiana to the United States. He fully realized the great strength that would be given the Union by such a valuable acquisition of territory, and that by thus aiding the fast growing Republic, he was strengthening a rival that would some day dispute England's supreme domination of the seas.

It was Easter Sunday, April 10, 1803, that Napoleon first acquainted his Prime Minister, Talleyrand, that he expected to sell Louisiana. He understood thoroughly the value of the vast domain, as well as the precarious nature of his position. Napoleon's remarks to Talleyrand on this occasion is evidence of the quick workings of his mind, as he visaged the transitions of the oncoming future. "I can scarcely say," so he remarked, "that I cede it to them, for it is not yet in our possession. If, however, I leave the least time to our enemies I shall only transmit an empty title to those Republicans whose friendship I seek. They only ask of me one town in Louisiana, but I already consider the colony as entirely lost; and it appears to me in the hands of this growing power, it will be more useful policy and even to the commerce of France, than if I should attempt to keep it."

Napoleon was not confronted with any opposition when he promulgated such a radical policy, but was upheld in it by Marbois, and when Monroe arrived, he was immediately informed of Napoleon's intention, without any concealment whatever, when Marbois asked the sum he and his colleague Livingstone would be willing to pay for Louisiana.

TRANSFERRING LOUISIANA TO THE UNITED STATES, DEC. 20, 1803
Hoisting the Stars and Stripes at Place d' Arms, New Orleans.

Possibly this was the largest real estate trasaction so far in the history of the world. Napoleon wanted fifty million francs; Monroe and Livingstone offered thirty million, and Marbois named one hundred and twenty-five million. The price agreed upon was eighty million, proving Marbois the shrewdest trader at that mammoth real estate sale. Napoleon urged that the business be closed at once. Marbois thought the people of Louisiana ought to be considered, but Napoleon cut him off short by sarcastically saying, "You are giving me in all its perfection, the idealogy of the law of nature and nations; but I require money to make war on the richest nation of the world. Send your maxims to London; I am sure they will be greatly admired there, and yet no great attention is paid to them when the question is the acquisition of the finest regions of Asia. Perhaps it will also be objected to me, that the Americans may be found too powerful for Europe in two or three centuries, but my foresight does not embrace such remote affairs." Besides we may hereafter expect rivalries among the members of the Union. The confederations that are called perpetual only last until one of the confederating parties finds it to its interest to break them, and it is to prevent the danger to which the colossal power of England exposes us, that I would provide a remedy."

Napoleon's regard for the will and wishes of the people is thus shown to be of secondary moment, and the possession of the country being of paramount importance to the United States, there was no time lost in closing the negotiations, the terms and boundaries being speedily adjusted. This was certainly what our realtors would consider an ideal real estate deal, wherein the anxiety of both sides to the contract were so great, there was no time for even a thirty-day escrow. On the 30th day of April, 1803, twenty days after Napoleon first advised Talleyrand of his intention to sell the Louisianas, the treaty and two conventions accompanying were engrossed in French and signed, dated April 30, 1803. "The actual signing, although of that date, being four days later, this delay being caused by translating into English the original treaty."

Within two months after Monroe had sailed from New York this tremendous transaction had been concluded. Marbois thus records the conclusion of this memorable treaty:

"The authors of those solemn instruments that regulate the lot of nations, cannot be insensible to the honour of having done acts useful to their country. A sentiment superior even to glory seemed to animate the three ministers, and never perhaps did negotiators taste a purer joy. As soon as they had signed the treaty they rose and shook hands, when Livingstone, expressing the general satisfaction, said, "We have lived long, but this is the noblest act of our whole lives. The treaty which we have just signed has not been obtained by art or dictated by force; equally advantageous to the two

contracting parties, it will change vast solitudes into flourishing districts. From this day the United States take their place among the powers of the first rank; the English lose all exclusive influence in the affairs of America. * * * The instruments which we have just signed will cause no tears to be shed; they prepare ages of happiness for innumerable generations of human creatures. The Mississippi and Missouri will see them succeed one another and multiply, truly worthy of the regard and care of Providence, in the bosom of equality, under just laws, freed from the error of superstition and the scourges of bad government." When Napoleon heard the treaty had been definitely concluded, he triumphantly said: "This accession of this outlet strengthens forever the power of the United States; and I have just given to England a maratime rival that will sooner or later humble her pride."

Jefferson was greatly surprised at the marvelous success of these negotiations, and called a special session to meet in October, to ratify the treaty. There were many objections made. By some, it was contended that France only conveyed a mere quit claim, because it did not appear that France had complied with the conditions on which alone Spain had agreed to cede Louisiana. The treaty of St. Ildefonso, was not itself a cession, but merely an agreement to cede under certain circumstances, a mere proposal, and until that agreement was carried out, the country was still under the possession of Spain. This position was supported by the fact that reference had been made to it by the Spanish Minister at Washington, who had entered a caveat or protest with our government against the transfer as invalid.

In this protest it was the Marquis de la Cassa Yrujo gave publicity to the secret treaty of St. Ildefonso, in which Napoleon "had agreed for the French government, that Spain should have the preference in case France, in her turn, should be disposed again to cede Louisiana, and further that one of the express conditions upon which the king, his master, had transferred the country to France, was that the latter power should obtain from all the courts of Europe the acknowlegement of the Duke of Parma as King of Etruria, and that these engagements not having been fulfilled, the treaty of cession was null and void."

Spain, however, was not in a position to assert her undoubted rights, and while she was still in possession of the country, she could not maintain herself both against France and the United States. Such frauds would not be tolerated in an ordinary real estate transaction, but this was not an ordinary real estate transaction, but nation dealing with nation, in which might seems to make right, and especially in this case, when at that time it was the will of the mightiest dictator of the world, Napoleon Bonaparte. This excitement and controversy, so far as Spain was concerned, was

settled on February 10, 1804, in a letter to Mr. Pinckney in which the Spanish minister, denied that he had been instructed to oppose the transfer of Louisiana, and declared that, "his Majesty thought proper to renounce his protest against the alienation of Louisiana by France."

Jefferson and our public men were not greatly disturbed over the equities between France and Spain, for they knew Napoleon was in position to make good the cession, and his necessities requiring every available expedient to raise ready funds, would make the treaty non-forfeitable, but Jefferson was confronted with a more serious problem, the first that had ever arisen under the constitution, and that problem was the unconstitutionality of the whole transaction. There was no clause in the Constitution permitting the acquisition of any territory whatever, therefore, to admit such a territory as a state, to the Union was wholly unwarranted by the Constitution. It was contended the Constitution was formed for the government of a certain known and defined territory called the United States, and could not be extended to another territory without the consent of each of the States. Nevertheless the treaty was ratified—24 yeas, 7 nays, including all the Federalists present.

JEFFERSON'S DILEMMA

It is quite obvious to all, the perplexities in this dilemma must have caused Jefferson no little disturbance of mind, and perhaps the loss of much sleep, when he, the very writer and signer of that Constitution, was brought face to face, under his oath, to sustain it, and the relinquishment of this acquisition, which he had coveted for many years, the realization of his highest dreams for his country. The unconstitutional character of the treaty was admitted by many, particularly by Taylor of Virginia, who "confessed that the treaty was a violation of the Constitution; but declared that he would ratify it, and throw himself on the people for pardon, and on Heaven to absolve him of the violation of a trust he had sworn to maintain." Griswold of Connecticut said: "The Union of the States is formed on the principle of a co-partnership, and it would be absurd to suppose that the agent of the parties, the general government, who had been appointed to execute the business of the compact in behalf of the principals, the States, could not admit a new partner without the consent of the parties themselves. The treaty therefore, so far as it stipulates for such incorporation, is void."

When Jefferson asked Plummer, a Federalist senator from New Hampshire, his opinion, while the treaty was pending, he replied the Senate: "had no constitutional authority to make and execute the treaty," and to this Jefferson replied that was precisely his opinion.

John Quincy Adams advocated an amendment to the Constitution to ratify the purchase. In one of Jefferson's letters he says: "The Constitution has made no provision for our holding foreign territory,

still less for incorporating foreign nations into our Union. Congress will be obliged to ask from the people an amendment to the Constitution, authorizing their receiving the province into the Union, and providing for its government." In a letter to Senator John Breckenridge he further says: "The executive in seizing the fugitive occurence which so much advances the good of his country, has done an act beyond the Constitution." He also said it was his wish that this act might be ratified. A draft of such an amendment was actually prepared by Madison but never submitted, for the fear that it would not be adopted by the requisite number of states. This precedent was followed in 1819 by the purchase of the Floridas, by treaty; the annexation of Texas by resolution; the incorporation of large portions of Mexico by conquest and purchase; the acquisition of Alaska by treaty; and in more recent times, the annexation of Porto Rico by conquest, as well as the Philippines in Asia, seven thousand miles away. From this precedent, a direct violation of the Constitution there has been added more to the Union than the original states, and while the prize was dazzling, and the people were intoxicated, Jefferson never lost sight of the violation done the Constitution by its purchase. Shortly before his death, 25 years afterward, he said: "I still think the ratification of that treaty was the most direct and palpable violation of the Constitution of which Congress has ever been guilty."

This treaty would never have been ratified if it had not received the approval of the vast majority of the people, and it not only received the approval of our home people, but it was approved by England, Lord Hawkesbury, the British Secretary of Foreign Affairs, wrote Mr. King, our minister at the Court of St. James, saying: "I have received his Majesty's command to express to you the pleasure with which his Majesty has received this intelligence."

The English government rendered essential service in these negotiations by interposing no objections to the propositions made by the great houses of Hope of Amsterdam, and the Barings of London to make loans to any amount to the United States at the usual rate of interest to facilitate the purchase, perhaps the initial movement of our foreign credit.

This was welcome news to France, giving confidence that our stocks or bonds could be readily turned into cash. Our credit, as a nation, was not yet well established. It was certain that England would have seized the Louisianas so soon as war began. Napoleon's foresight caused his eagerness to close the transaction at the very earliest moment, and he was not a moment too soon, and by the purchase we were saved the complications that would have arisen if England had once secured the Louisianas. Our Minister at the Court of St. James had been advised to keep an eye to windward in this regard, before our negotiations with France.

DeLassus
George Rogers Clark

Auguste Chouteau

Cruzat
William Clark

Notwithstanding the approval of the mass of our own people, and of foreign nations, there were many expressions of doubt of the wisdom of the acquisition made by leading statesmen, many believing it would lead to the dismemberment of the Union. Fisher Ames, on October 6, 1803, said, "Our country is too big for the Union." Rodgers Griswold of Connecticut stated October 15, 1803, in the House of Representatives, "The vast and unmanageable extent which the acquisition of Louisiana will give the United States, the consequent dispersion of the population, and the destruction of that balance which is so important to maintain between the western and eastern states threatens, at no distant day, the subversion of our Union." Jackson of Florida said, February, 1804, "The settlement will effect what I much deprecate, a separation of the Union." Drayton, of New Jersey, February 2, 1804, declared, "If Upper Louisiana is settled, the people there will separate from us; they will form a new empire and become our enemies." Stone of North Carolina on 16th of February, said, "The acquisition of Louisiana will produce one of two things: either a division of the Union, or a very different government from what we now have." Plummer of New Hampshire, thought, October 20, 1803, that "The ratification of this treaty, and the possession of that immense territory will hasten the dissolution of our present government. The Constitution never contemplated the accession of a foreign people or the extension of our territory. * * * Adopt this western world into the Union and you destroy at once the weight and importance of the Eastern states and compel them to establish a separate and independent empire." And John Quincy Adams on December 28, 1828, at that time President of the United States, tells us a dissolution of the Union was actually planned by the Federal party of Massachusetts "in the winter of 1803 and 1804, immediately after, and as a consequence of the acquisition of Louisiana." The purchase was too decidedly popular, even in New England, for any effective opposition to be raised against it.

The people as a whole were well pleased that question which had retarded the growth of all that territory west of the Alleghanies, the free navigation of the Mississippi, had been settled and from the experience of those who had lived in the boundaries up to this time, it had been settled properly, and the only way it could have been settled without war. The people, did not care to go into the constitutionality of the question. The great advantages to be derived from the purchase were too apparent for them to wish to delve into the unknown, and go behind the face of the returns.

The evil of the unconstitutional course adopted to acquire the vast territory was remote, and perhaps imaginary. As Napoleon predicted, the power of the Union was greatly strengthened and the territorial extent was doubled. Without this purchase it is hardly probable that the federation would have survived the constant and

imperious demands of the west for an outlet to the Gulf, a necessity born of its geographical situation and essential to its posterity.

In this chapter is told how the territory now within the limits of Missouri, was acquired and in order to show the erroneous pessimism of some of our statesmen of that day, and open the eyes of some even to this day, that Thomas Jefferson had visioned the future transaction, and acted with great wisdom in the selection of James Monroe to assist Robert Livingstone to compete with Barbee Marbois and Napoleon in closing this unparallelled transposition of the greatest body of land in the world in a peace treaty, a summary of what it meant in contrast one hundred years after, is here given.

RECAPITULATION

Having given in the preceding chapters the fundamental events which led up to the acquisition of the Louisianas, and the estimation by some of our greatest statesmen of that day as to its value and future possibilities, in this recapitulation a contrast showing the area and extent of the then uncharted wilderness; a worthless domain in more modern phraseology—a veritable "white elephant" which Jefferson and his impetuous followers had captured, and now wished to turn over to a great people, for particular care lest the sacred trust should pass out on account of inanition.

In summing up the conclusions the contrast will seem incredible, when we make the reckoning of one hundred years from its acquisition, without any attempt to bring the statistics down to date, which possibly would not be questioned, if stated since 1903, the calculations would not be under-estimated should the increase be placed at one hundred per cent, at least in its aggregated wealth, or more than many European countries in the next century.

The following tables show the area, population and wealth of the fourteen divisions, 1903:

	Square Miles	Population	Wealth
Louisiana	48,720	1,381,625	$ 86,000,000
Missouri	69,420	3,106,665	70,000,000,000
Arkansas	53,850	1,311,561	
Iowa	56,025	2,231,853	
Minnesota	83,365	1,751,394	
Kansas	82,080	1,470,495	
Nebraska	77,510	1,066,300	
Colorado	103,925	539,700	
North Dakota	70,795	319,146	
South Dakota	77,650	401,570	
Montana	146,080	243,320	
Indian Territory	31,400	391,960	
Oklahoma	39,030	398,245	
Totals	939,850	14,613,834	

Total Value of Apricultural Products	$755,000,000	
Total Value of Wool	15,000,000	
Total Value of Animals	835,000,000	
Total Value of Mines	88,000,000	
Total Value of Coal	22,000,000	Tons
Total Value of Iron Ore	8,500,000	Tons
Total Value of Undivided Deposits	$330,000,000	

In the orginal thirteen states the total area is given as 820,944 square miles, and after deducting 10,081 square miles of water area there remains 864,944 square miles of land area, or 44,000 square miles more than in the original states, so that the area of the United States was more than doubled by the Louisiana Purchase.

What has been done with this vast wilderness? Geographically there has been carved from it fourteen states and territories as follows in alphabetical order: Arkansas, Colorado, Iowa, Kansas, Louisiana, Minnesota, Missouri, Montana, Nebraska, North Dakota, South Dakota, Wyoming, Indian Territory and Oklahoma. The combined area of these states and territories is nearly sixteen times as great as sixteen New England states. Its population in 1803 was less than 100,000 and one hundred years afterward was 14,708,616 or about one-fifth the whole country. With an almost equal area, eight countries of Europe had a population of 202,363,573, or about fourteen times as great as the Louisiana Purchase, thus showing a remote possibility of congested population.

It will be noted wheat produced for the census year 1900 was 264,000,000 bushels at a value of $152,000,000, more than one half of the whole United States—corn crop still larger, 1,013,000,000 bushels; value, $314,000,000. Oats, 311,000,000 bushels, value $71,000,000. Barley, $10,000,000. Rye, $2,000,000. Potatoes, $25,000,000. Cotton, $50,000,000. Hay, $130,000,000. Wool, $15,000,000.

A population of 15,000,000, in first 100 years; who will dare say it will not double, yea, treble in the next one hundred years?

CHAPTER VI.

THE TRANSITION PERIOD

Formal instructions for transfer. Delay caused by correspondence. Final ceremonies in St. Louis. De Lassus' farewell. Documents signed by De Lassus and Captain Stoddard. Meriweather Lewis, Antoine Soulard, and Charles Gratiot, witnesses. Spanish flag lowered. The French flag hoisted, then, upon the American troops taking possession, Stars and Stripes raised, March 9th, 1804. De Lassus addressed circular to all Spanish posts. Scarcity of boats, Chouteau builds boats. November 16, 1804, De Lassus departs. Long voyage. District of Louisiana attached to territory of Indiana. Boundaries. Whipping post. Imprisonment for debt. Appointees to West Point, 1804. Cession of land from Indians, November 3, 1804. Territory of Louisiana, 1805. Wilkinson first governor, unpopular, removed and Meriweather Lewis appointed March 3, 1807. His mysterious death in 1809. Early laws. Lewis and Clark Expedition.

Having given material facts concerning the acquisition of the Louisianas from the French, there remains to be told some interesting history during the transition period, together with some comments showing the different valuations, rendered by the men of that day and their paucity of conception as contrasted with the evidences of its possibilities as they are now set forth from the statistical reports given out in the government census reports.

The treaty of St. Ildefonso, (which is the historic place of meeting near Madrid, as Fontainbleu is to Paris) was made October 1, 1800, called the secret treaty between France and Spain, in which Louisiana retroceded to France, the actual possession of the country remained in the hands of Spain until November 30, 1803. France while not assuming actual authority during this period, was represented at New Orleans by M. Laussot. This treaty was not publicly proclaimed, yet the authorities in command at New Orleans well understood the situation and were waiting until the arrival of French troops under the command of General Victor, who was supposed to be on the way to complete the final transfer of the country. In order to show clearly the nature of this double transfer as practically one, it is proper to give the terms of the St. Ildefonso treaty of October 1, 1800, which reads as follows: "his Catholic Majesty agrees to cede back to France within six months after the fulfillment of the entire execution of the conditions and stipulations therein contained in regard to the Duke of Parma." This treaty was confirmed and enforced by that of Madrid, March 21, 1801, "the colony or province of Louisiana with the same extent that it actually has in the hands of Spain, that it had when France possessed it, and such as it ought to be after the treaties subsequently entered into between Spain and the other states."

As the negotiations for the purchase by the United States had begun in this interval between 1800 and 1803, Napoleon evidently was hesitating, for the reason he had not complied with the conditions in

relation to the Duke of Parma, besides being confronted with more hurried emergencies nearer home.

The treaty of Paris was received at Washington on July 14, 1803, and President Jefferson immediately called an extra session of Congress for October 17th of that year, and as soon as the treaty was ratified the French ambassador, M. Laudais, proceeded to New Orleans to advise M. Laussat, arriving there November 30, 1803. A few days subsequently France formally took possession of the province, as stipulated in the treaty of St. Ildefonso, and M. Laussat as the representative of France, held possession of the country from November 30th to December 20th, and on that day transferred the upper and lower Louisiana to the United States. On the occasion of this transfer, Governor William Claiborne and Major-General James Wilkinson represented the United States.

The actual transfer of Upper Louisiana, wherein we are particularly concerned, did not take place until some time after, as it was necessary to go through all the formalities of the transfer by correspondence, which commenced January 2, with a letter from Laussat enclosing letters of instructions from Governor Claiborne dated January 16, 1804, the first addressed to De Lassus and the second addressed to Captain Stoddard, captain of the United States artillerists, agent and commissioner of the French Republic. These formal letters and replies, occupied the time until the final and complete transfer was made on March 9, 1804, when the American troops under the command of Lieutenant Worrell, acting as adjutant for Captain Stoddard, accompanied by Captain Meriweather Lewis, who had been ordered by President Jefferson to make a complete exploration of the country from the Mississippi to the Pacific, were brought across the river. The formal ceremonies took place at the Government House, located on what is now the corner of Walnut and Main streets. Governor De Lassus issued a short proclamation, in the nature of a farewell, and sincere wishes for their perfect prosperity. An official document setting forth the correspondence and the chief events leading up to this date, was officially signed by Amos Stoddard [Seal] and Carlos De Hault De Lassus [Seal] "In presence of Meriweather Lewis, Captain, 1st United States Regiment Infantry; Antoine Soulard, Surveyor General, and Charles Gratiot."

The flag of Spain was then lowered and that of France raised. From the fort located on the hill where the present St. Louis court house is situated, on a pre-arranged signal, a salute was fired, and American troops marched to the Spanish fort and were received by the Spanish troops and placed in possession, raising the Stars and Stripes.

From this date, March 9, 1804, the Stars and Stripes began to wave over what in the future and now we are proud to call Missouri, and from this date Missouri territory is reckoned as a part of the

United States. On the same day De Lassus addressed an official circular to the several commandants of Upper Louisiana, advising them of the change in the government in all the sixteen different posts belonging to his district. No particular ceremony marked the transfer at these several posts. New Madrid was surrendered on March 18th, but La Valle reports, that "in those negotiations forty-five libras of powder had been used in salutes and by guards," and continues his report saying: "this change has caused the greatest anger among these inhabitants, who live here, and especially on the day of surrender, during the ceremonies of which they expressed the greatest grief." At St. Genevieve, when the post was surrendered, the flag of the United States was raised by Israel Dodge. At Cape Girardeau the people, who were all Americans, with exception of Lorimer and Cousin, were well pleased with the transfer of the country, who seem to have been decidedly hostile to the Spanish officers, if not to the Spanish government. This hostility must have reached De Lassus, for when passing there with his convoy afterwards, he ordered his guns loaded.

There was a slight riot at Mine A' Breton, but as a general thing, the complete transfer was made peacefully.

A letter dated January 7, 1804, ordered De Lassus to bring everything belonging to the King in upper Louisiana to New Orleans.

He had great difficulty in finding boats to convey his heavy artillery, and finally Auguste Chouteau agreed to build boats strong enough for the purpose, to be delivered in October, upon the express condition that "everything will be paid in cash" and not in "credit certificates." These "credit certificates" seem to have been below par and not acceptable." To show the business sagacity of Chouteau, De Lassus says before he would undertake the construction of the boats, he went out into the woods to make sure he could find the necessary timber. In this fitting out of boats the name of Robidoux is mentioned, and he must have had a superior boat to all others, as De Lassus secured it for the transportation of the archives, his brother St. Vrain, and himself. The Spanish Government was feeling the necessity for ready cash as well as Napoleon, for De Lassus had received no money for his soldiers for about a year, and was compelled to borrow on his own personal credit "to buy some clothes and other things for the army during the winter," Auguste Chouteau assuming responsibility to pay for these supplies.

Major Bruff, in command at St. Louis, becoming impatient as to to the time when De Lassus would depart with his Spanish troops, addressed a letter to him in August, 1804. De Lassus gave the answer as herein, "his delay was caused by waiting on the boats, and he would depart immediately when they were secured."

There were some rumors circulating at the time, that the limits

of Louisiana did not extend beyond the Mississippi, and these may have prompted Major Bruff to make his inquiry.

Spain was claiming as a part of New Mexico, the country on the headwaters of the Missouri and Arkansas.

Nov. 16, 1804, at 6 a. m., DeLassus and staff with 67 men embarked, raising their flag and firing a salute. While he had no really unpleasant experiences as he traveled down the river, it must have been one of our very unpleasant months, as the rain and snows delayed him, at Cape Girardeau and New Madrid, where he remained until the 21st of December. He had unloaded his boats and overhauled them, as they were leaking badly. He was short of provisions. On 14th of December he was ready to start, but weather delayed him, and on 16th and 17th it still snowed and rained and "the river was covered with icicles." On the 22nd of December the expedition passed the southern boundary of what is now Missouri. De Lassus, after a voyage of two months, reached New Orleans in safety, on the 18th of January, 1805. Captain Stoddard, under the date of March 10th, 1804, advised Governor Claiborne and General Wilkinson that he had received possession of the country on behalf of the United States, and upon the same day issued a very full and comprehensive address to the people, copies of which were forwarded to each of the commandants.

Captain Stoddard made no change in the officers of the several posts, reappointing the Spanish commandants of the several districts as civil but not as military commandants, so that without the least objection on the part of the French population of upper Louisiana, the juurisdiction of the United States was extended over the new territory. A special Act of Congress was passed October 3, 1803, authorizing the President to take possession of the Louisiana purchase in order to maintain order, to employ such parts of the Army and Navy as he might deem necessary, expressly providing for the temporary government of the territory until Congress exercise its authority in a more permanent government for the same. In 1804 Congress divided the territory acquired into two great sub-divisions. All that part of Louisiana south of the 33rd parallel of north latitude was designated as the "Territory of Orleans," and the remainder lying north of the 33rd parallel, and extending to the British line and indefinitely west, was designated as the "District of Louisiana" and attached to the Territory of Indiana. William H. Harrison was then Governor of Indiana and by this act, he was the first governor whose jurisdiction extended over Missouri. Governor Harrison's first proclamation confirmed and acknowledged the districts as constituted by the Spanish authorities, and their boundaries were defined as follows: All that part of the District of Louisiana north of the Missouri river was made the district of St. Charles; the district of St. Louis was bounded by the Missouri river on the north, and on the south by

Platten creek from its mouth to its source, thence a line was extended to the fork of the river Maramec, called "Arenseau," thence up said Maramec to the upper settlements on said river, and thence west to the western boundary of Louisiana—by this line the Platten settlements which under the Spanish reign had been a part of St. Genevieve district—were attached to the St. Louis district; the St. Genevieve district was bounded on the north by the St. Louis district to its whole extent to the western boundary of Louisiana and on the south by Apple creek from its mouth to its source and thence west to the western boundary of Louisiana; the Cape Girardeau district was bounded on the north by the St. Genevieve district, and on the south by the boundary that has "heretofore separated the commandantries of Cape Girardeau and New Madrid; and finally all that portion of the district south of the Cape Girardeau district was formed into a fifth district called the New Madrid district, this district embracing all the territory from the northern limits of the Orleans territory.

The five seats of justice were established at New Madrid, St. Genevieve, St. Louis, St. Charles and at Cape Girardeau, or such point as might thereafter be appointed, for at this time no town or village existed in Cape Girardeau district. For each district a Commandant or Lieutenant Governor was provided, as well as the offices of Recorder and Sheriff created.

The laws adopted formed a pamphlet of about 55 pages, of the size of an ordinary law book. They were few in number but reflected the sentiment of the Anglo-American society at the time of their enactment, and introduced some laws altogether unknown to the civil law which had prevailed in the territory up to this period. These laws included the whipping post and pillory, also imprisonment for debt and the sale of the debtors. Arson was made punishable by death, and in addition the injured party could recover damages out of the personal and real estate of the offender.

The marriageable age was seventeen years for the male, and fourteen years for female persons, but previous notice of intention to marry required publication for fifteen days or at least three successive Sundays or other days of public worship, in the church or meeting house of the town where the parties resided.

President Jefferson in July, 1804, to show the friendly feeling of the people of the United States toward the new territory, appointed four young men belonging to leading families of Upper Louisiana to West Point, the new military school then just organized. The five young men appointed were Auguste Chouteau, Jr., son of Pierre Chouteau; Charles Gratiot, Pascal Vincent Bois from St. Louis; Louis Lorimier, Jr. and Auguste Bourgainville Lorimier from Cape Girardeau district, and in 1805 Louis Valle from the St. Genevieve district. Of these five only two, Auguste Chouteau and Charles Gratiot, after

EARLY SCENE ON MISSOURI RIVER, INDIAN BULLBOATS IN NINETEENTH CENTURY

graduation, remained in the service long enough to make any mark of distinction. They were all French or Spanish.

TREATY OF THE INDIANS

November 3, 1804, a treaty was made with the Foxes (Renards) and Saukees by Governor Harrison, under the direction of President Jefferson, of June 27, 1804, to obtain accession of the lands on both sides of the Illinois river and to allow them an annual allowance, as compensation for their lands, but instead of confirming the treaty to a cession of lands, as outlined by the President, the Indian title to an immense stretch of country on both sides of the Mississippi river, embracing over 50,000,000 acres of land was, by this single treaty, extinguished. These and other questions of great importance finally resulted in the act of 1805, by which Upper Louisiana was separated from the Territory of Indiana, and erected into a separate territory to be known and designated the "Territory of Louisiana," and General James Wilkinson was appointed the first governor of the territory. General Wilkinson is the same person who formed the alliance with the Governor General, Miro, at New Orleans, to turn Kentucky over to the Spanish government and it appears his love for the Spaniard and their military government made him entirely unsuitable to govern an American territory from a civil standpoint. The opposition began immediately after his taking office, and Jefferson removed him March 3, 1807, appointing Merriwether Lewis as the Governor of the new territory.

Governer Lewis was acceptable to the people, and when the President in February, 1809, on account of unsettled questions with England called for 100,000 volunteers, Governor Lewis organized his quota of 377 men, but under mysterious circumstances he was killed or committed suicide, at a point in Tennessee when he stopped for the night on an overland trip to Washington. He was private secretary to Jefferson, before the expedition.

The question of revenue necessarily was among the first that passed, and that was passed October 1, 1804, entitled "a law regulating county rates and levies."

Real estate in lots or houses of the value of $200 and upwards, as well as all able bodied men single, not having taxable property to the amount of $400, the levy was 30 cents on the $100 valuation. Cattle not to exceed 10 cents per head, merchants' license $15, ferries $10, billiard tables $50, Indian traders $52. Farm land was exempt from taxation, but this was soon changed. Slaves $1; four wheeled carriages $10.00 each; others $5.00 each. In 1817 the territorial legislature authorized a lottery for the purchase of fire engines and other apparatus for the extinguishment of fires in St. Louis. Auguste Chouteau and others were the commissioners to superintend this lottery. Prizes were $5,000, $1,000, four of $250 each, and 40 of $50 each, but

this custom of the Spaniards failed, as the people had set "their faces against lotteries."

LEWIS AND CLARK EXPEDITION

To complete this early period in which the newly acquired territory is known as the Territory of Louisiana, there is one event which stands out as one of the leading exploring events of the New World, and as it occurred within the early period of events related in this chapter that is from 1803 to 1812, this appears to be a fitting place to give a review of that expedition known over the world as the Lewis and Clark Expedition. As we have mentioned, Meriwether Lewis was in St. Louis at the time De Lassus transferred the city and province to Captain Stoddard. President Jefferson, although completely taken by surprise when informed that Napoleon was not only willing to sell New Orleans and Florida, but had determined to sell Louisiana, yet the acquisition of this great domain at some future date had been an obsession of Jefferson for many years, and while Captain Meriwether Lewis was his private secretary in Washington, Jefferson had unfolded his plans to him, of fitting out an expedition to explore the country to the head waters of the Missouri river, and continue down the Pacific slope to the Pacific ocean, and as he had determined upon this course, it is evident the President did not intend to waste any time, and therefore Captain Lewis was there ready for action. He was soon joined by Captain Clark, the son of George Rogers Clark. Capt. William Clark was a friend of a few years, a few years older than Lewis, but they had served together under General Wayne. James K. Hosmer, L.L.D., one of the best writers of this expedition in an introductory, likens these two men to the mythological figures, Castor and Pollux, the twin sons of Leda and Jupiter, who sailed in the Argos under Jason for Colchis. Their function was that of guides and protectors and their perfection in performance finally raised them to the skies, and they became the constellation of Gemini. Sons of Virginia, they stand forth as twins. They were bold sailors, manful and fearless in the highest degree, their main enemy the forces of nature. Clark had been with his father in his expeditions, and was consequently well acquainted with the Indian, and to speak of efficient team work, there is no recorded example in history in which two men were more in accord and loyal, so that in all histories their names are always mentioned as one in regard to this expedition.

Captains Lewis and Clark had received instructions from the President in the summer of 1803, and Captain Lewis met Captain Clark in Louisville, and they picked nine young men from Kentucky, fourteen United States soldiers, who volunteered their services, two French water men, an interpreter and hunter, and a black servant belonging to Captain Clark. They were enlisted as privates, and

three sergeants were appointed by the captains. They engaged a corporal and six soldiers and nine watermen in addition to accompany the expedition as far as the Mandan nation, to assist in carrying the stores across army portages they might find necessary, and to assist in repelling any attack from hostile Indians.

Their necessary provisions, for such an expedition, were made up in convenient bales for a cruise of two or more years, and in addition were the boxes of Indian presents, some richly laced coats, and other articles of dress—medals, flags, knives, tomahawks for the chiefs, beads and trinkets, such as would please the Indians. The party had secured three boats—a keel boat fifty-five feet long, drawing three feet of water, carrying one large square sail and twenty-two oars. The forecastle and cabin was placed on deck ten feet, covering bow and stern, while the middle was covered by lockers which might be raised, forming a breastwork in case of attack. In addition they had two pirogues or open boats, one of six and the other of seven oars. They had two horses led along the banks of the river, to be used in case of necessity.

Thus equipped the expedition was ready and left their encampment at the mouth of Wood river, a small stream which empties into the Mississippi, opposite the mouth of the Missouri. This expedition is given in journal form in its reports to the Government, and as these daily journals give the history of the Missouri river, and its early settlements, there seems no more accurate way of presenting these narratives of gradual advancement of its settlements than to follow closely those observations of Lewis and Clark—condensing it to meet the requirements. They set sail at 4 p. m., Monday, May 14th, 1804, making only four miles, encamping on the first island opposite a small creek called Cold Water. The rain continued the first day and night, but cleared on the 15th, when they passed two more islands, making ten miles and landing at Piper's landing opposite another island, where water was very rapid and bank falling in. By this time they found it necessary to readjust their cargo, as it was too heavily laden in the stern and in consequence, their large boat had been grounded on three logs that day. While the river bed is generally sandy there are great quantities of concealed timber in its bed.

The third day they set sail at 5 a. m. and within a few miles passed a remarkable coal hill on the north side called by French, La Charbouniere, and arrived at the town of St. Charles, where they remained a few days. St. Charles is on the north bank of the Missouri, twenty-one miles from its confluence with the Mississippi, and at this time St. Charles was the 5th district or county of Missouri, and extended indefinitely northward, on the north side of the river. It was known to the French as Petite Cote, had one principal street, a miles in length, and about four hundred and fifty inhabitants.

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this custom of the Spaniards failed, as the people had set "their faces against lotteries."

LEWIS AND CLARK EXPEDITION

To complete this early period in which the newly acquired territory is known as the Territory of Louisiana, there is one event which stands out as one of the leading exploring events of the New World, and as it occurred within the early period of events related in this chapter that is from 1803 to 1812, this appears to be a fitting place to give a review of that expedition known over the world as the Lewis and Clark Expedition. As we have mentioned, Meriwether Lewis was in St. Louis at the time De Lassus transferred the city and province to Captain Stoddard. President Jefferson, although completely taken by surprise when informed that Napoleon was not only willing to sell New Orleans and Florida, but had determined to sell Louisiana, yet the acquisition of this great domain at some future date had been an obsession of Jefferson for many years, and while Captain Meriwether Lewis was his private secretary in Washington, Jefferson had unfolded his plans to him, of fitting out an expedition to explore the country to the head waters of the Missouri river, and continue down the Pacific slope to the Pacific ocean, and as he had determined upon this course, it is evident the President did not intend to waste any time, and therefore Captain Lewis was there ready for action. He was soon joined by Captain Clark, the son of George Rogers Clark. Capt. William Clark was a friend of a few years, a few years older than Lewis, but they had served together under General Wayne. James K. Hosmer, L.L.D., one of the best writers of this expedition in an introductory, likens these two men to the mythological figures, Castor and Pollux, the twin sons of Leda and Jupiter, who sailed in the Argos under Jason for Colchis. Their function was that of guides and protectors and their perfection in performance finally raised them to the skies, and they became the constellation of Gemini. Sons of Virginia, they stand forth as twins. They were bold sailors, manful and fearless in the highest degree, their main enemy the forces of nature. Clark had been with his father in his expeditions, and was consequently well acquainted with the Indian, and to speak of efficient team work, there is no recorded example in history in which two men were more in accord and loyal, so that in all histories their names are always mentioned as one in regard to this expedition.

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here, and they set sail on May 21st, in the afternoon, but again the wind and rain prevented their making more than three miles and they encamped opposite a creek which falls in on the south side.

On the 22nd they made eighteen miles, passing several small farms near the banks of the river, a number of islands, and a large creek on the south side, called Bonhomme or Goodman's river. A few immigrants had settled on the rich lands on this creek. Passed some high lands and encamped on the north side, near a small creek. They met here a camp of Kickapoo Indians who had left them at St. Charles, "and they presented us with four deer in return for two quarts of whiskey." This tribe resided on the Kaskaskia and Illinois rivers, but occasionally hunted on the Missouri.

On May 23 they passed a river emptying itself on the north side, called Osage Woman river. It is about thirty yards wide and had a settlement of thirty or forty families from the United States. About a mile and a half beyond this is a large cave, on the south side at the foot of cliffs nearly three hundred feet high, which overhang the water which is very swift at this point. The cave is one hundred and twenty feet wide, forty feet deep, and twenty feet high, and was known by the name of the Tavern by the traders, whose names are written upon the rock, with some images painted which command the homage of the Indians and French. Passing a small creek, called Tavern creek, they encamped on the south bank, having gone nine miles. Early the next morning they ascended the Devil's Race Ground, where the current sets for half a mile against some projecting rocks on the south side. In attempting to pass the second rapids, they were compelled to pass from the southern side to the northerly between the shore and sand bar which was constantly moving, and the boat stuck on it, and would have upset immediately, if the men had not jumped into the water and held it until the sands washed from under it. They made ten miles and encamped on the south side. May 25, they passed the mouth of Wood river on the south side, and two small creeks on the north, and several islands, and at night encamped at the entrance of a creek on the north side, called French La Charrette, ten miles from the last stopping place, and a little above found a small village of same name. There were seven small houses occupied by poor families settled here for trade, and they note they form the last establishment of the whites on the Missouri. It rained that night, and yet they found the river had fallen several inches.

From this date, May 25th, they passed beyond the white settlements found at that time along the Missouri river, all within a short distance of St. Charles, and from now they are passing the lands only known to the Indians and the few French fur traders, who had ventured up the Missouri as far as the Osage.

May 26, with a favorable wind they made eighteen miles, passing several small islands, one named Buffalo island, and a creek by

same name on the south side. They also passed Shepherd's creek on the south side, and a little beyond they encamped on the north side. The next day passed a large island, called Otter island on the northern side extending ten miles in length, narrow but high, and very fertile. Passed Ash creek on the south side, twenty yards wide. During the day met two canoes loaded with furs, which had been two months on their route from Mahan nation, residing more than seven hundred miles up the river, also met one large raft from the Pawnees on the river Platte, and three others from the Grand Osage river. Sailed 15 miles and encamped on a willow island at the entrance of the Gasconade river, which falls into the Missouri from the south, one hundred miles from the Mississippi. Its length is 150 miles in a course generally northeast through a hilly country. Its width is one hundred and fifty-seven yards, and depth nineteen feet. They report saltpeter caves on its banks and possible lead mines in the vicinity. This is the first river they had found on the south side of any consequence, so they halted here for hunting, drying out their provisions, and taking celestial observations.

On the 29th they made four miles and encamped on south side, just above Deer creek. On the 30th, after two miles they reached another large cave on the north side called Montbruin's tavern, after a French trader, just above a creek called after the same trader. Beyond this they passed a large island and at a distance of four miles, Rush creek coming in from the south, and eleven miles Big Muddy river from the north about fifty yards wide, and three miles farther is Little Muddy river on the same side—opposite to which they encamped at the mouth of Grind Stone creek. Rain during the night continued through the day, with high wind and hail. River rising fast for few days, and country appears full of water. They observe much timber along sides of the river—cottonwood, sycamore, hickory, white walnut, some grape vines and rushes.

May 31, remained in camp on account of rain. In afternoon a boat came down from the Grand Osage river, bringing a letter from a person sent to the Osages on the Arkansaw river, saying the letter announcing the cession of Louisiana was committed to the flames—that the Indians wouldn't believe the Americans were owners of the country, and disregarded St. Louis and its supplies. The next morning they passed Bear creek and made thirteen miles to mouth of Osage river, now 133 miles from mouth of Missouri. Missouri 875 yards wide, Osage 397 yards. Osage gets its name from a nation inhabiting its banks at a considerable distance from its mouth. Their present name seems to have originated with the French traders, for among themselves and their neighbors they are called Wabashas. They number twelve to thirteen hundred warriors. There are three tribes, the Great Osages, five hundred warriors; the Little Osages—about one-half that number and living six miles from the others, and the

Arkansaws, of 600 warriors, on the Vermillion river, a branch of the Arkansaw. The Osages are well formed, large stature, and possess fine military tactics, yet are not so warlike as many other tribes.

June 3—they reached Cupboard creek, three miles up the Osage, name taken from a rock near its entrance, and passed Moreau creek, two miles farther, a stream twenty yards wide on the southern side. The next morning they passed Cedar island on the north—from Cedar trees on it,—and a small creek they named Nightingale creek, from a bird that sang for them in the night. Another creek from north of same name a few miles farther. Another creek on south they named Mast creek, for here they broke the mast by running under an overhanging tree, and a mile farther another creek and high protecting cliffs on the south shore, where they encamped. Lead had been reported at this point by the French, but on examination they found none. Along the low land they found oak, ash and walnut timber. They made seventeen and one-half miles this day. Next morning passed Lead creek on the south and on the north Little Good Woman's creek, and Rock creek on the South. At 11 o'clock met a raft made of two canoes, in which two French traders were descending from eighty leagues up the Kansas river, where they had wintered and caught great quantities of beaver. They told of the Indians hunting buffalo in the plains, having passed the last winter on this river. Two miles they passed Little Manitou creek, which takes its name from a strange figure resembling the bust of a man, and horns of a stag, painted on a rock, possibly to represent some spirit or deity. The current was strong, and the shaft being broken they made only twelve and a half miles. The scouts and hunters, which were always kept out along the shores, reported tracks of Indians. The next morning, after camping on the south side, opposite a large island and five miles up, they passed Split Rock creek, and three miles farther on the south Saline river about thirty yards wide; made fourteen miles passing one large island and several small ones. The water rose a foot during the night.

June 7—they passed Big Manitou creek near which was a rock inlaid with flint of various colors, and covered with uncouth paintings of animals and inscriptions. They landed to examine it, but found it occupied by a nest of rattlesnakes, of which they killed three. They examined springs of salt water up this creek. Passing some small willow islands they encamped at mouth of Good Woman river on the north. It is about 35 yards wide, and said to be navigable for boats several leagues. Hunters brought in three bears this day, their first, having brought in deer up to this time, they had seen indications of buffalo. They made fourteen miles. On June 8 they passed several small islands, covered with willows, and small creek on the south and in nine miles reached the Mine river, on the south side; it is 70 to 80 yards wide at the mouth, and said to be navigable for boats eighty

LEWIS' AND CLARK'S EXPEDITION UP THE MISSOURI RIVER 1804 TO 1806.

or ninety miles. Several leagues up this river it forks, and at this point are several very rich salt springs. They encamped on the island of Mills. Here they met three hunters from the Sioux river, who had been out for twelve months, and had collected about $900 worth of peltries and furs. They ascended the Mine river about twelve miles.

On the 9th, they reached a cliff of rocks of much historic interest, called Arrow rock, near to which is a prairie called the Prairie of Arrows, and Arrow creek, a small stream. The Missouri is confined within a bed only two hundred yards wide between the bluffs. Three miles farther they passed Blackbird creek on the north side, opposite to which is a prairie inclosing a small lake. They made thirteen miles and encamped on the south side. The land on the north is a high, rich plain, and on the south rising from fifty to one hundred feet, even and of good quality.

The next morning, the 10th, they passed Deer creek and five miles farther the two rivers called by the French the two Charitons, a corruption of Thieraton, the first thirty yards wide, and the second seventy. They are both navigable for boats, they pass through a country much broken, rich and thickly covered with timber. The Ayauwai Nation, consisting of three hundred men, had a village near its head waters on the river Des Moines. They passed Chicot or Stump island and encamped on the south, having made ten miles.

A head wind forced them to remain there the next day, and they dried their meat, and examined the country, which consists of good land, well watered, and supplied with timber. They note the difference in the prairies as compared to those eastward of the Mississippi, which are covered with grass only, while these abound with hazel, grapes and other fruits, and among which is the Osage plum of a superior size and quality (the sugar plums so abundant in the early days in Carroll and Saline counties).

On the morning of the 12th they passed through difficult places in the river, reaching Plum creek on the south side. At one o'clock they met two rafts loaded, one with furs and the other with the tallow of the buffalo, from the Sioux Nation, on their way to St. Louis. They persuaded a Mr. Durion, who was with these Sioux, to accompany the expedition. He had been living with the Sioux for twenty years. They made nine miles.

On the 13th, in four or five miles they passed a bend in the river, and two creeks on the north, called Round Bend creeks. Between these two creeks is the prairie in which once stood the ancient village of the Missouris. (This is what is known now as Bowling Green Bottoms.) This nation was driven from here by the Sauks and other powerful tribes east of the Mississippi, and only a feeble remnant remained; about thirty families. Two hundred of them were destroyed in one contest, and they sought refuge on the south side on the

Little Osage. The encroachment of the same enemies about thirty years since forced both these nations (that is the Missouris and Little Osages), from the banks of the Missouri. A few retired with the Osages and the remainder found an asylum on the river Platte, among the Otoes. Opposite the plain there was an island and a French fort, but there is now no appearance of either. Five miles from this place is the mouth of Grand river where they encamped. This river follows a course nearly south or southeast, and is between eighty and one hundred yards wide where it enters the Missouri. "A racoon, a bear and some deer were obtained today." They were now passing some of the very best hunting grounds of the early Indians. The current was so rapid the banks were constantly falling in on the north side, so that they were obliged to approach the sand bars on the south. (They were rounding the great bend near Brunswick, Mo.) They met a trading raft from the Pawnee nation on the river Platte, and attempted, unsuccessfully, to engage one of their party to return with them. At a distance of eight miles they passed some high cliffs, called the Snake Bluffs, from the number of reptiles in the neighborhood, and just above these Snake creek, about eighteen yards wide, on which they encamped. One of the hunters, a half Indian, told the story of a snake making a noise like a turkey. All the next day, the river being high, the current so strong, they could not steer even with the oars, so they were compelled to hug the banks, and the boat was occasionally towed; they made fourteen miles. They passed several islands, and encamped on the north side, opposite a beautiful plain which extends as far back as the Osage river, and some miles up the Missouri. In front of our encampment were the remains of an old village of the Little Osage, situated at some distance from the river and at the foot of a small hill. This encampment on the Carroll county side, must have been about the same spot that DeBourgemont selected as the site for Fort Orleans, eighty years before, and from which point he led the first white men through Carroll, Ray and Clay counties, on his trip to the Kansas Indians. Three miles above in front of their encampment they could see the remains of the old village of the Missouris, after they fled from the Sauks. The inroads of the same tribe compelled the Little Osages to retire from the Missouri a few years later, and establish themselves near the Great Osage.

Early on June 16th, they joined the camp of their hunters, who had provided two deer and two bear, and then passing an island and a prairie on the north, covered with a species of timothy,—this was probably the Sugar Tree bottoms of Carroll county—they encamped on the north side, having made ten miles. On the 17th, they set out early, and about one mile up the stream they came to a convenient place for procuring timber suitable for making oars. They occupied this and the following day in replenishing their oars. They

made the oars from ash timber. The country on the north of the river is rich and covered with timber, and at two miles it changes into extensive prairies, and at seven and eight miles distance becomes higher and waving. The prairie and highlands on the south commence more immediately on the river; the whole is well watered and provided with game, such as deer, elk and bear. The hunters brought in a fat horse, which was probably lost by some war party—this being the crossing place for the Sauks, Ayauwais and Siouxs, in their excursions against the Osages. Now, 122 years afterward, we cross on the new beautiful Waverly bridge.

June 19, they passed numerous sand bars, and one where they had to clear the driftwood in order to pass, the water was so rapid they had to tow the boat for a half mile round a point of rocks on the south side. They passed Tiger creek on the north, twenty-five yards wide, at the extremity of Panther island, and Tabo creek on the south, fifteen yards wide, the shores lined with gooseberries and raspberries in great abundance.

Made seventeen and one-half miles and encamped on the south side, near a lake about two miles from the river, several miles circumference, much frequented by deer and all kinds of fowl.

On the north the land is higher and better calculated for farms than that on the south which ascends more gradually, but is still rich and pleasant. The mosquitoes and other animals are so troublesome that mosquito nets were distributed to the party, the first time. The next morning they passed a large island, and on the north is a large and beautiful prairie, called Sauk prarie, the land being fine and well timbered on both sides of the river. Pelicans were seen that day. They made six and three-quarter miles, and encamped on the north side.

June 21, the river rose three inches last night. Behind an island two creeks came in, called Eau Beau, or Clear Water creeks; on the north is a very remarkable bend where the highlands approach the river and form an acute angle at the head of a large island produced by a narrow channel through the point of the bend. Passed several other islands and encamped at seven and one-half miles on the south.

22nd, River rose four inches in the night. Passed two large islands and an extensive prairie on the south, beginning with a rich lowland, and rising to a distance of seventy or eighty feet of the rolling clear country. The thermometer at 3 P. M. was at 87° and after making ten and one-half miles they encamped on the south, opposite a large creek called Five Prairie river.

23rd, Wind against them, so made only three and one-half miles, and had to tie to during the day at a small island, which is separated on the northern side by a narrow channel which cannot be passed by boats, being choked by trees and driftwood. Directly opposite on the south is a high commanding position, more than seventy feet

above high water mark and overlooking the river, which is here of little width. This spot has many advantages for a fort and trading house with the Indians. Note, "The United States built in September, 1808, a factory and fort at this spot which was very convenient for trading with the Osages, Ayauwais, and Kansas." This was old Fort Osage. The river fell eight inches last night.

The next day, the 24th, they passed, at eight miles distance, Hay Cabin creek, coming in from the south, about twenty yards wide, and so called from camps of straw built on it. to the north are some rocks projecting into the river, and a little beyond them a creek on the same side, called Charaton Scarty, that is, Charaton like the Otter. They halted after making eleven and a half miles, the country on both sides being fine and interspersed with praries, in which they saw numerous herds of deer pasturing on the plains, or feeding on the willows.

A thick fog detained them till 8 o'clock, on the 25th, when they set sail, and in three miles reached a bank of stone coal on the north, which appeared to be very abundant, just below it is a creek called after the bank La Charbouniere. Four miles further on the southern side, comes in a small creek, called La Benite. The praries here approach the river and contain many fruits, such as plums, raspberries, wild apples, and nearer the river vast quantities of mulberries. The encampment was at thirteen miles distance on an island to the north, opposite some hills higher than usual and almost one hundred and sixty or one hundred and eighty feet.

26th, at one mile we passed at the end of a small island, Blue Water creek, which is about thirty yards wide, at its entrance from the south. A note at this place says, "A few miles up the Blue Water creek are the quarries of plaster of paris, since worked and brought down to St. Louis." Here the Missouri is confined to a narrow bed, and the current still more so by counter currents, or whirls on one side, and a high bank on the other. They passed a small island and a sand bar where their tow rope broke twice, and they rowed around with great exertions. They saw some paroquets, and killed some deer, and after nine and three-quarter miles they encamped at the upper point of the river Kanzas, where they remained two days, during which they made the necessary observations, recruited the party and repaired the boat. The river Kanzas takes its rise in the plains between the Arkansaw and Platte rivers, and pursues a course generally east till its junction with the Missouri, which is in latitude 38°-31′-13″.

It is three hundred and forty and a quarter yards wide, though it is wider a short distance above the mouth. The Missouri itself is about five hundred yards wide; the point of union is low and subject to inundation for two hundred and fifty yards; it then rises a little above high water mark, and continues so as far back as the hills. On

the south of the Kanzas the hills or highlands come within one mile and a half of the river; on the north they do not approach nearer than several miles: but on all sides the country is fine.

On the banks of the Kanzas reside the Indians of the same name, consisting of two villages, one at about twenty the other forty leagues from its mouth, and amounting to three hundred men. They once lived twenty-four leagues higher up on the south bank of the Missouri, and were then more numerous, but have been reduced by the Sauks and Ayauwais who, being better supplied with arms, have an advantage over the Kanzas, though the latter are not less fierce or warlike than themselves. This nation is now hunting on the plains for buffalo, which their hunters have just seen for the first time. On the 29th of June they set sail for their long journey and this is the second observation noted as to temperature, which climbed to 96 degrees, thus showing even when mother nature was clothed in her full garb with the waving forests, old sol was still on the job, and while these relations are pleasant, we are not concerned to give more of this historical expedition, but only to say they continued and it becomes more interesting as they approach the headwaters of the Missouri, and successfully made the great portage to the Columbia, and down that to the Pacific ocean. It is thought Lewis and Clark established the western boundary of Louisiana on the Pacific ocean, but these questions were fought out in later years. After wintering, the expedition returned to St. Louis September 6, 1806.

CAPTAIN COLE'S INDIAN FIGHT, 1810.

CHAPTER VII.

THE TERRITORY OF MISSOURI

Some Other Explorations: Captain Pike, Loutre Island, 1807. Brackenridge, 1811. Bradbury, 1807. Nathan and Daniel Morgan Boone Settled Booneslick, in Howard County; Benjamin Cooper, 1808. Kit Carson Settled Near Booneville in 1810. Fort Osage in 1808. Population, 10,120. Loutre Island troubles. Forts in Missouri. Cooper's Fort. Memorial to Congress for Statehood. Launching of Slavery Question, February 13, 1819. Amendment to Constitution Objectionable. The Great Controversy. Same Issue as 1803. Bill Finally Lost, Great Ex-Warm. Missouri Compromise. Enabling Act Passed March 3, 1820. citement Throughout the Country. Sixteenth Congress. Debate Again Population, 70,618. Convention June, 1820, David Barton, Chairman; Wm. G. Peltus, Secretary. Constitution Adopted 19th July. Slavery Permitted. Extracts From Constitution. Public School System. McNair First Governor. David Barton and Thomas Hart Benton First Senators. All Done Under Enabling Act. Henry Clay Finally Effected the Compromise and State Admitted August 10, 1821.

Having closed the last chapter with the greatest exploring expedition that ever passed up the Missouri river in its colonization period, prior to its change to the Territory of Missouri, there are a few other expeditions worthy of note which occurred within these years when it was still known as the Territory of Louisiana. The first was under the command of Zebulon Montgomery Pike, who first went up the Mississippi from St. Louis, starting August 9, 1805, and from his official reports we may learn the facts concerning the settlements of the eastern part of Missouri. The expedition sailed on a keel boat seventy feet long. Under the commander was one sergeant, two corporals and seventeen privates, thus making 21 members of his crew.

On August 11th, he tells of passing Portage des Sioux, where he discharged his guns, and walking through the village found it consisted of twenty-one houses built of square logs. He passed a camp of the Saukees on the bank of the river who were spearing and scaffolding a fish, three feet in length, with a long, flat snout.

He met Mr. Robidoux and Mr. Kettletas going down the river. On the 16th of August, Pike records he arrived at the house of a Frenchman on the west side of the river, opposite Hurricane island, who had good cattle but poorly cultivated ground on his little farm. This Frenchman's house, according to Cous, "was a germ of Hannibal," so that so far as Pike has shown, there were no settlements on the Mississippi beyond Portage des Sioux in the St. Charles district in 1805.

The next year, July 15, 1806, Pike sailed from Bellefontaine on his more celebrated expedition up the Missouri and Osage rivers. He was sent on this expedition by the government, in order to visit the Osage Indians, and to thoroughly explore the country on the headwaters of the Osage and Arkansas rivers, commonly known as the "Great American Desert." He was accompanied by Lieutenant

James B. Wilkinson, a son of General Wilkinson; three non-commissioned officers, sixteen privates, and one civilian, Dr. John H. Robinson. His course was directed up the Osage, primarily to return a delegation of Osage Indians, who had been on a visit to Washington, and also a number of women and children, who had been captured by the Pottawatomies in a raid they made on the Osage villages on the Osage river, and who had been redeemed by the government. On his voyage up the river, George Henry joined him at St. Charles, and he made the stop at La Charette, which was still the most western settlement. On the Gasconade he camped for several days, where he found recent traces that the Saukees, Foxes, and Pottawatomies had crossed the Missouri river, and followed the Gasconade on a war path to the Osage villages, which greatly excited the Osages he had with him.

He here met five French voyageurs just down from the Osage, who informed him the low water in that river would prevent him from continuing his voyage. On July 28th, he again resumed his voyage, reaching the Osage, he began to ascend it. Not a single settlement then existed on this river from its mouth to the west. Chouteau had a trading post in the Osage villages, and Manuel de Lisa had a trading house there. Fort Carondelet, which had been built ten years before had been utterly destroyed, not a vestige remaining, "the spot being only marked by a superior growth of vegetation."

Pike was received with great joy in the villages, as he delivered the women and children to the assembled Osages. Here he met Chouteau and proceeded west overland on his historic march.

In 1808 only two families lived on the Gasconade, and in 1810 it is said only ten families, white, resided west of Loutre island. But in 1811, as given in Brackenridge's Journal, a captain of the militia residing on the Gasconade claimed he had two hundred and fifty men on his muster roll. A compact settlement then existed on Loutre island, which was first settled in the year 1807, but they were greatly harassed by Indians.

In 1808 a settlement was begun near the mouth of the Osage, named Cote Saus Dessein. In 1811, it contained thirteen French families and a few Indians. These settlers had handsome fields of corn, but spent the greater part of their time hunting. Brackenridge, in his trip in 1811, observed, they were all anxious to purchase merchandise, and from this he drew the conclusion that they had little communication with any white settlements. Bradbury, another early traveler on the upper Missouri, says he found a war party of Ayuawais (Iowas), Pottawatomies and Snakes, numbering three hundred warriors, at Cote Saus Dessein, on their way to attack the Osages. Finding an Osage boy in the village they were "waiting to catch and scalp him." Actual warfare had already begun between the

Iowas and their confederates against the Osages, for only a short time before this the Osages had killed several of the "Ayauwais."

In 1811, the Booneslick settlement in Howard county, only one year old, had more than 75 families, mostly residing near the Missouri river. In 1807, Nathan and Daniel Morgan Boone, sons of Daniel Boone, in company with three others, were the first to come to this neighborhood to manufacture salt, and this locality was thereafter called the "Booneslick" country, or settlement. The Boones, and their associates, did not remain or settle here, but continued farther west.

In 1808, Benjamin Cooper, and a large emigration of families from Kentucky came to Boonslick to settle, but the government regarded this as an intrusion upon the Indian lands, so he was removed to a point below the Gasconade, to Loutre island. In 1810 he again returned to the Boonslick country, and with him many others. The first marriage recorded west of St. Charles of which there is any authentic record, is that of Robert Cooper to Elizabeth Carson in 1810, at the residence of Lindsay Carson, the father of "Kit" Carson, the great scout. Carson emigrated to what is now Howard county in 1810, with his family, settling near Fort Kinkead. Some time afterward he apprenticed his son "Kit," to a man by name of David Workman, living in the town of old Franklin, to learn the saddler's trade; but labor became irksome to "Kit" and he ran off in 1826 and went to the Rocky mountains, where he remained until his death in 1869. There were some men making salt on the south side of the river in 1808, but they did not settle. Hanna Cole and nine children and Stephen Cole with five children settled near Boonville about 1810, the first settlers in Cooper county.

Bradbury noted the principal settlements by the Kentuckians in Missouri were made where the rushes made a good growth, for they served the same purpose as cane in Kentucky. They furnished food for the stock, and in many cases so tall it was difficult to pass through them.

Above Boonslick settlement, Brackenridge, in 1811, notes only one other farm, that of Mr. Audrian, who had begun to clear some land near Fort Osage. As this fort was within the limits of Jackson county, and our object has been to lead our readers up to the settlements of Missouri before it was known as a state, we now aim to record its history as the Territory of Missouri, covering the period from 1812 to 1821, when it was admitted to the Union as a state.

The increase in population of the country after it became a part of the Union, was an unmistakable coincidence, of the growing confidence the people had in the new government.

The first year after the cession in 1805, the population of upper Louisiana increased from 6,028 to 10,120, divided as follows: French 3,760, Americans 5,000, and 1,200 Negroes, the latter mostly slaves. The distribution according to districts was as follows: St. Louis

AN OZARK SCENE, ONE OF ITS HIGHEST POINTS.

district 2,780, St. Genevieve district 2,780, Cape Girardeau district 1,470, St. Charles district 1,540, and New Madrid district 1,460. In 1810 the population was 20,845 and in 1814, the census takers showed an increase of 5,000, and this during the period of the war of 1812, when the Indians were very troublesome on the frontier settlements. While this increase was very large, more than double in ten years, yet it was entirely eclipsed in the next six years, when in 1820 the total population had increased to 70,000, within the Territory of Missouri, an increase of 45,000 in six years.

This rapid increase was given great impetus by the reports from the various expeditions, Lewis' and Clarks', Pike's and other travelers over the country, and the period is interesting as it leads us into the study of what was soon to become the pivotal state in the Union, that state around which the orators of the nation gave their profoundest thoughts, on the question which raged nearly a half century, ending in that cataclysmic orgy of blood in the turbulent days of the Civil war.

FORT OSAGE

As the building of Fort Osage is the most important enterprise undertaken by the government in the early part of this period, in 1808, its history will be related here.

In September of that year a company of the 1st United States Infantry, eighty-one men under the command of Captain Clemson and Lieutenant Lorimier—one of the five men appointed to West Point by Jefferson—went up the Missouri river in keel boats, making about fifteen miles a day, reaching the point near the present town of Sibley, on the 2nd day of October, where the fort was to be established. Here they encamped and were soon joined by General Clark with eighty mounted militia, who detached Captain Boone, with an interpreter, to the Osages, endeavoring to induce them to abandon their old villages and settle near the fort which was established. These villages were about one hundred and twenty miles distant, from this point. The troops, about two hundred men, began to make a clearing in the forest on the site where they erected the fort. The fort three hundred and twenty miles by water to the mouth of the Missouri and two hundred and twenty miles by land from St. Louis. The fort was situated on a high bluff seventy feet above high water mark on the right bank of the Missouri, at a place where the river was very narrow, and commanded an excellent view of four or five miles up and down stream. The ridges to the south and west abounded in all kinds of wild fruits back to the prairie about a mile distant. The timber was straight and very plentiful, consisting chiefly of black oak, black walnut, linn, ash, white oak and many other varieties. They erected large, comfortable and convenient buildings for the establishment, and more particularly the trading house. This fort was established for the general rendezvous for the Indians,

and Mr. Sibley was appointed the agent. George C. Sibley was born in Massachusetts in 1782, hence was twenty-six years of age when he was appointed the first Agent of the Indians, in western Missouri. He had an assistant clerk, a clean young man boarding with him, and a letter of February 12, 1811, tells of his quiet life at this Fort. When it was erected it was supposed at least five thousand Indians would settle near it, for while it was being erected about eighteen hundred Osages actually gathered there, but they made no permanent settlement. For several years this was the most important western trading point in the United States, although during the war of 1812, the fort was abandoned for a year or two.

Practically, immigration was at a standstill during the Indian troubles and the war of 1812, but after the war closed the Southern States began to pour a constant stream across the Mississippi into the new "Territory of Missouri." Ohio and Mississippi were teeming with emigrants bringing all their earthly possessions and slaves with them.

Quoting the letter of an intelligent observer in January, 1815, he writes: "Swarms of immigrants are daily arriving here from Virginia, Tennessee and Kentucky, and among these several gentlemen of considerable wealth and some of these are going to settle high up on the Missouri. At present lands can be bought very low, but the price is rising very fast. Three years ago I bought land at ten cents an acre for which I was offered eight dollars last summer. Property in St. Louis is rising very rapidly, perhaps there is no place in the western country that promises a more rapid and permanent growth." The Niles Registers at St. Louis, says that at St. Louis from thirty to fifty wagons cross the river daily, bringing on an average five hundred souls into the territory; that these immigrants came from Kentucky, Tennessee and Virginia, and states farther south, and carried a great number of slaves and it was remarked that "these immigrants took it for granted that Congress had no power to restrict the introduction of slavery into the territory." This rush for the new territory was so great, in 1818 and 1819, the inhabitants of St. Clair and Randolph counties, in Illinois, complained in a petition to congress of the rage for emigration to upper Louisiana.

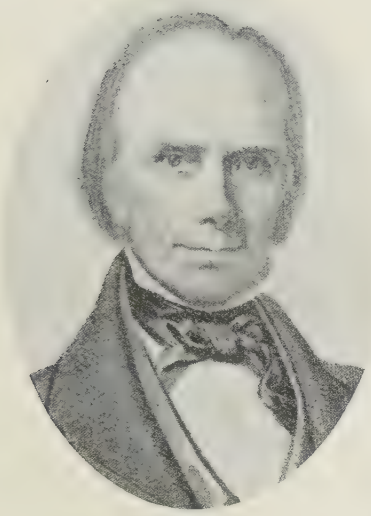
It was thus the country along the Missouri, and north of the Osage was rapidly settled. There has been some reference made to the trouble caused by Indians in the settlement of Loutre island, and as that was the worst attack of Indians in Central Missouri before the war of 1812, it is here given in detail. In 1810 a roving band of eight Pottawatomies, led by a war chief, Nessotinaineg, stole a number of horses from the settlers of Loutre island on the Missouri, and a volunteer company was raised, consisting of Stephen Cole, Wm. Temple Cole, Sarshall Brown, Nicholas Gooch, Abram Patton and James Moredock, of which Stephen Cole, then Captain of the militia of

Loutre island, was leader, to follow them and recapture the property. Following the Indians up the Loutre creek about twenty miles they came to a place where the Indians had peeled bark, evidently to make halters, and stopped for the night on the trail. Next morning they followed this trail about thirty miles across Grand Prairie, when suddenly they discovered the Indians with the horses just as they emerged from a small patch of timber. W. T. Cole and Sarshall Brown, on the fastest horses, started in pursuit, the others following them; and so hot did they crowd the Indians, who did not know the number of whites pursuing them, that fearing they might be captured, they threw their packs into a plum thicket near a pond of water and scattered in the woods. These packs, consisting of buffalo robes, deer skins and partly tanned leather, had been stolen from Sarshall Brown. Night overtaking the whites, they went into camp at a place known as Bonelick, on the waters of the Salt river, 65 miles from the Loutre settlement, about a mile or two northwest of the present city of Mexico in what is now Adrian county, and here, contrary to the advise of their leader, Stephen Cole, without posting any sentinels they tied their horses in the thicket, and after broiling their meat at a little fire for supper, went to sleep, with the exception of Stephen Cole, who was apprehensive of an attack. They had been asleep only a short while when Cole thought he heard the cracking of a bush and told his brother Temple to get up, that he believed the "Indians are about" but everything remaining still and Stephen Cole just having pulled his saddle to his back and shoulders, the Indians who had crawled up so close that by the light of the little camp fire they could see their unsuspecting victims, opened a volley upon the party, instantly killing Gooch and Brown, and wounding Patton and Temple Cole. A hand to hand struggle then took place between the Indians and Stephen Cole in which he killed four of the Indians, when the remainder of the band disappeared. Stephen Cole went into the near by pond and squatted in the water to cool off, and quench the flow of blood from the many wounds he had received. After a little while the Indians returned, found Temple Cole who had crawled away from the scene of carnage and killed him, and Patton who had managed to get off some distance was afterward found dead near a little sapling. Stephen Cole after staunching the flow of blood from his wounds, left the scene of the encounter, and next morning after he had gone two or three miles sat down on a gopher hill to rest, when he discovered two mounted Indians some distance away, who eyed him for a few minutes, then wheeled their horses and disappeared. He reached the settlement the third day nearly famished, not having a morsel to eat during all this time. Moredock escaped unhurt. Had Moredock acted with half the bravery of Stephen Cole, the Indians would have been defeated. Stephen Cole chewed up elm bark and put it on his twenty-six wounds.

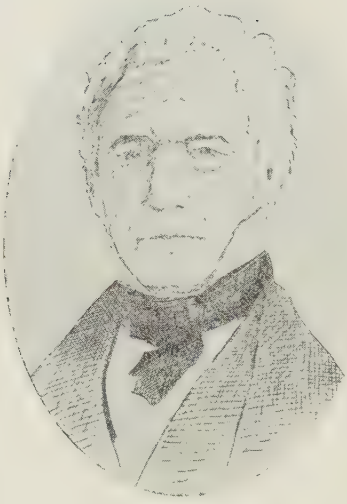
There was more Indian fighting at different points throughout central Missouri before the war of 1812, but no single instance equal to the one at Loutre island. So soon as war was declared the British agents were very active in inciting the Indians, all along the Mississippi, but more especially the Saukees, and Renards on Rock river, and on September 5, 1812, these Indians with the Winnebagos, made an unsuccessful attempt to capture Fort Madison. They were led by the noted Chief Black Hawk, who went east and joined the British.

WAR OF 1812

Governor Howard and his successor, Governor Clark, were successful in protecting the settlers in Missouri, after the building of many forts for their safety, and to which many of them moved, continuing there during the three years of war. These forts, erected by the settlers on the Mississippi and the St. Charles district were simply strong log houses with a projecting upper story, and with loop holes for musketry, says Long. Fort Mason was located near Hannibal, Fort Howard near the mouth of the Cuivre river and village of Munroe, Buffalo Fort two miles below Louisiana, Fort Wood at Troy, Lincoln county, and still farther down was Fort Howell, Fort Cap Au Gris, Pond Fort, White's Fort, all on the Mississippi side. And on the Missouri river or near it, they built Kountz fort west of St. Charles, Zumwalt's fort near O'Fallon, Castillo's fort near Howell's prairie, Clark's fort near Troy, Stout's fort near Auburn in St. Charles ounty. On the Missouri, they built Kennedy's fort, near Wright City; Callaway's fort near Charette; Fort Clemson near Loutre island; Boone's fort in the Page bottom, was built by Daniel M. Boone, and was the strongest and longest of all forts in that locality. Several forts were on Loutre island. Farther up the river in the Boonslick settlement was Cooper's fort, which seems to have been a stockade flanked by log houses, near the Missouri river. It was the largest fort in the settlements, in the bottom near Glasgow. A common field of 250 acres was worked by the inhabitants of this fort, twenty families and a number of young men resided in this fort. McLain's fort, afterwards called Fort Hempstead, was on a bluff one mile from the present town of New Franklin, and Fort Kinkead, near the river, about one and a half miles from the town of Old Franklin, and Head's fort on the Big Mountain near the old Boonslick trail from St. Charles, four miles above Rocheport, was the most easterly fort of the settlement. On the south side was Cole fort, one and a half miles east of Boonville. A second fort one mile below Boonville on the Wm. T. Cole place, was built large enough to protect all families living on the south side of the river. McMahon's fort, five miles from Cooper's fort, was also on the south side. There were fourteen white settlers and two negroes killed in the upper Boonslick country during the war.



HENRY CLAY.



JOHN SCOTT.

ALEXANDER McNAIR.

DAVID BARTON.

There were quite a few skirmishes with the Indians, but the principal one was known as the fight at the Sink-hole. In this fight the celebrated Indian Chief Black Hawk was engaged. This fight was fought on May 24th, 1815, near Fort Howard. It was reported thirty Indians were killed in this fight, and of the whites, eight were killed, one missing and five wounded, a total of fourteen. While the treaty of peace had been signed early in 1815, the Indian depredations prevented all cultivation of the fields for that year. There are many interesting episodes related in the various early settlements in the days of this Indian warfare. The Indians stole so many horses the settlers were compelled to use oxen, for several years after the close of the war.

The country on both sides of the river above the Osage was rapidly settled after the close of the war. The white settlers who during the war moved into the forts in Boonslick settlement, returned to their homes immediately after the war, being joined by many others. In January, 1814, these settlers petitioned congress to extinguish the Indian title to the lands, this was done the next year. In 1816, the country north and west of the Osage was erected into the first new county since the cession from France, and named Howard, after General Howard, one of its territorial Governors.

The county seat was established at Franklin. The growth of Franklin was phenomenal. It was established in 1817, and within one year it contained 150 houses, the price of lots rising from fifty to six hundred dollars within that time.

In 1818, Chariton was formed at the mouth of Chariton river, just above Glasgow. It "promised to become one of the most important towns in Missouri." In 1819 it contained about fifty houses and five hundred inhabitants.

In 1819 another one of the great historical expeditions was organized and sent out by Calhoun, the Secretary of War, under the command of Major Stephen H. Long, starting from Pittsburgh for the Rocky mountains. This expedition left Pittsburgh in April, 1819, reaching the mouth of the Ohio on June 1st. Long's observations are highly interesting, and outside of the immense forests, which lined the river on either side, his notice of the first town is that of Cape Girardeau, which was then "one of the most flourishing settlements on the western waters," according to Darby. They had a fine trade in cotton, flour, tobacco, hemp and maple sugar. The next he passed was St. Genevieve, noted for exports of lead and flour. Land worth $5.00 per acre.

After a trip of eight days, Long's expedition was welcomed at St. Louis by "a salute from a six pounder on the bank of the river, and the discharge of ordnance by several of the steamboats lying in front of the town.

As Long passed up the river he speaks of St. Charles declining

on account of the loss of the fur trade, but "its business was now on a more permanent basis." At Loutre island he finds fine farms, and is here furnished with an abundant supply of poultry and vegetables. In reference to the destruction of valuable timber, he mentions out of one walnut tree a farmer made two hundred rails, 11 feet long and from 4 to 6 inches thick, and out of the cottonwood tree, 30,000 shingles. He noted several saw mills at the mouth of the Gasconade. A large claim of Chouteau at the mouth of the Osage, which was retarding the growth there, is noted.

Franklin was a very important town, only two and one-half years old, yet contained one hundred and twenty log houses, several two story frame houses, two brick buildings, thirteen stores, four taverns, two smith shops, two large steam mills, two billiard rooms, a court house, a log prison, a post office, and a printing office issuing a weekly paper. Brick sold for $10.00 a thousand, corn at 25 cents a bushel, bacon at 10 to 12 cents a pound, and the price of labor was 25 cents a day; uncleared land had advanced from ten to fifteen dollars per acre, yet in 1816, three years before, only thirty families resided on the left bank of the Missouri river above Cote Saus Dessein. In this short period the population had increased to eight hundred families. Franklin was the cradle of the Santa Fe trail. It was known to be profitable, and even before the cession, an effort had been made by William Morrison, the most important merchant in the Mississippi valley at that time, to secure some of this trade, and to that end he sent out his agent, named La Lande to Santa Fe, but he never returned.

Several other small expeditions made the trip from Franklin to Santa Fe but no very successful one until after the period treated in this chapter.

Unfortunately Franklin was laid out in the Missouri bottom on a recent alluvial plain. Long thought the river would encroach upon the banks and wash away the town and within ten years this was the case.

Chariton, his next stop, was also unfortunate, as it grew to be a town of more than two thousand, but within ten or fifteen years it, too, was but a dream; at one time many thought it a rival of St. Louis, and even traded lots in St. Louis for Old Chariton.

Between the Chariton and Grand river a number of settlements were formed, but no settlement existed at any point west of Grand river in 1816, and only a solitary trading house and a single residence of a family, at the mouth of Grand river. The Saukees, Foxes, Pottawatomies and Iowas still hunted along the waters of this stream, and elk and deer were yet numerous. Below Grand river, at Arrow Rock, a ferry had been established by Henry Bechnell. The ferry boat was made by lashing two canoes together with a flat frame covering both, and a light rail around the edge to prevent stock from falling

into the river. Doctor Sappington, who came to the territory in 1817, first lived near Glasgow, but in 1819 removed to Arrow Rock and was in 1819, the first physician in what is now Saline county. In his practice he first used quinine, and Dr. John Sappington's Anti-Fever Pills, were possibly the most celebrated and widely known medicine in the territory, and his fortune, derived from the sale of these pills, is known to the people of the state today as the John Sappington school fund. The rapid growth of this part of the state was evidenced by the great corn fields far up the Missouri in 1820, and flat boats carrying the products sailed from Franklin to New Orleans.

Long's expedition was the first expedition far up the Missouri river, wherein steam was used as the propelling power, and before leaving Old Franklin and Old Chariton we wish to note the rapid settlement of the country was due largely to the new mode of transportation, by the inauguration of steam. The first steam boat to arrive at St. Louis was the General Pike in 1817, and the first steam boat up the Missouri river was the Independence, Captain Nelson, made the trip to Franklin and Old Chariton and return to St. Louis within twenty-one days—from May 15th to June 5th, 1819. Long's boat, The Western Engineer, followed the same year, reaching a point seven miles below Council Bluffs.

One of the greatest catastrophes in the world occurred during this period, that is the earthquake of New Madrid, but while it has not been overlooked, the chroniculer of these narratives, has thought it proper to place it under another chapter, wherein the most epochal events in nature may be included under a single heading, thus simplifying the grouping. It occurred December 16, 1811.

This continual rapid growth in the population, drawing to the new territory men of broad minds and desires, not only for material growth, but for the expansion of mind as well as muscle, soon ripened and solidified into such a concentration of thought, as to realize a territory is but a subservient division to prepare a people for the highest position under our form of government, that of statehood, and before the close of this eventful period, the desire for an independent state government became almost universal.

FIRST KNOCK FOR RECOGNITION.

A memorial to Congress which was circulated in 1817, giving expression to this feeling, as the petitioners set forth their reasons why they desired the territory should be erected into a state. After the proper heading to Congress Assembled it says. "The petition of the undersigned inhabitants of the Territory of Missouri respectfully showeth: That your petitioners live within that part of the Territory of Missouri, which lies between the latitudes of 36 degrees, 30 minutes and 40 degrees north, and between the Mississippi river to the

east and the Osage boundary to the west. They prey that they may be admitted to the Union of the States within these limits.

"They conceive that their number entitle them to the rank and benefits of a state government. Taking the progressive increase during former years as the basis of calculation they estimate their present numbers at 40,000 souls. Tennesssee, Ohio, and the Mississippi states were admitted with smaller numbers, and the treaty of cession guarantees this great privilege to your petitioners as soon as it can be granted under the principles of the Federal Constitution. They have passed eight years in the first grade of territorial government, five in the second; they have evinced their attachment to the honor and integrity of the Union, during the late war, and they with deference, urge their right to become a member of the great republic. They forbear to dilate upon the evils of the territorial government, but will barely name among the grievances of this condition:

"1. That they have no vote in our honorable body and yet are subject to the indirect taxation imposed by you.

"2. That the vote of the territorial executive is absolute upon the acts of the territorial legislature.

"3. That the Supreme Court is constructed on principles unheard of in any other system of jurisprudence, having primary cognizance of almost every controversy, civil and criminal, and subject to correction by no other tribunal.

"4. That the powers of the territorial legislature are limited to laws of a local nature, owing to the paramount authority of Congress to legislate upon the same subject."

And after describing the boundaries of the proposed new state, the memorialists say that the boundaries as solicited will include all the country to the north and west to which the Indian title has been extinguished, also the body of the population, that the Missouri river will run through the center of the state, that the boundaries are adapted to the country, that "the woodland districts are found toward the great rivers, the interior is composed of vast ridges and naked and sterile plains stretching to the shining mountains." And that the country north and south of the Missouri is necessary to each other, the former possessing a rich soil, destitute of minerals, the later abounding in mines of lead and iron and thickly sprinkled with spots of ground fit for cultivation." In conclusion the memorialists say that they "hope their voice may have some weight in the division of their country and in the formation of their state boundaries; and that statesmen, ignorant of its localities, may undertake to cut out their territory with fanciful divisions which may look handsome on paper, but must be ruinous in effect."

This petition was signed by 67 citizens, nearly all at the time citizens of Washington county. The memorial was referred to a select committee composed of the delegates from the territory, John

Scott; Mr. Robertson, of Kentucky; Mr. Poindexter, of Mississippi; Mr. Hendricks, of Indiana; Mr. Livermore, of New Hampshire; Mr. Miles, of Massachusetts and Mr. Baldwin of Pennsylvania. But no report was made by the committee during this session of Congress.

It is certain that other similar petitions were signed by residents of other counties and all these petitions constituted the memorial presented by delegate Scott. The petitions from the other counties have either been lost or misplaced. Bartholdt accidentally discovered this petition in the basement of the Capitol at Washington, had it sent to the manuscript division of the Library of Congress, where it has been framed and thus is permanently preserved.

On February 13, 1819, as chairman of the committee on the "Memorial from Missouri," Scott reported the bill to "authorize the people in the (Missouri) territory to form a constitution and state government on an equal footing with the other states." Immediately, and from this moment on February 13, 1819, Mr. Tallmadge (of New York) started the controversy which lasted for forty-six years, the emancipation of slavery in the United States. Mr. Tallmadge to this bill offered an amendment making it a condition precedent to the admission "that the further introduction of slavery or involuntary servitude shall be prohibited, except for the punishment of crime where the party shall have been fully convicted; and that all children born within the state after admission thereof, shall be free at the age of twenty-five years."

This amendment was extremely objectionable to the people of Missouri, as it would have been to any other state in which slavery existed. The greatest debate of the nation commenced, Clay, Pickney, Randolph, Lowndes, and Holmes of Massachusetts opposing the amendment, with many others, while Rufus King of New York, Otis of Massachusetts, Dana of Connecticut and Sergeant and Hemphill of Pennsylvania, favored restriction. A quotation says, "Ostensibly it was a protest in the interest of morality against the evil of slavery, and an effort to legislate it out of a territory where it lawfully existed, but in reality it was as Rufus King admitted, a struggle for political power, and it did not differ from that which had taken place in 1803, when the treaty for the purchase of Louisiana was under consideration, except being aligned upon a different issue." Thus we note for first time in the history of the Union, parties divided on geographical lines. As in the great debate over the Louisiana purchase, many predictions were made as to its bearing on the future, and threatening and unrestrained remarks, tending to civil war, and dissolution of the Union were not uncommon in this hot debate. The bill was finally passed with the Tallmadge amendment by a vote of 97 to 56 and was sent to the senate for concurrence, The senate struck out the amendment restricting slavery, and providing for gradual emancipation, but the House refusing to concur, the bill was lost, and Missouri was

left as a territory. But the agitation through the debate created great excitement throughout the nation and after the adjournment of this, the Fifteenth Congress, it became an inflammatory subject of controversy, and seemed to shake the Union from its center to its circumference.

In the Sixteeth Congress the question was again brought to the front, and as Maine was also asking admission, the Senate endeavored to link the two states together, and asking that Missouri be admitted without restrictions, and the result was a deadlock and the appointment of a conference committee. Finally a series of measures usually called the "Missouri Compromise" were adopted, to "all that tract of country ceded by France to the United States, under the name of Louisiana, and which lies north of 36 degrees 30 minutes north latitude, except only such part thereof as is included within the limits of the state contemplated by the Act. "By the terms of this agreement" which it may be well to observe was understood and not expressed, the clause prohibiting slavery "was stricken from the act authorizing the people of Missouri to form a state government." The Act passed just before the adjournment of Congress March 3, 1820, left the people of Missouri nominally free to organize the state with or without slavery, but without express guarantee as to the admission into the Union. This enabling Act was received throughout the territory with great rejoicing.

The total population of Missouri at this time was 70,618 of which 11,234 were slaves, the largest slave owning county being St. Louis with 1,603, Howard 1,409, and Cape Girardeau with 1,082 slaves.

The first Monday and the two succeeding days of May, 1820, both parties selected their most prominent and influential members to form a ticket to be presented to the people; the restrictionists were hopelessly in the minority, so that the strong pro-slavery men were selected as delegates to the convention to write a constitution for the coming state.

The number of delegates are given here, in order to show what counties had been organized, and constituted the counties of the state when admitted into the Union: Cape Girardeau sent five delegates, Cooper county sent three delegates, Franklin county one, Howard county five, Jefferson county one, Lincoln county one, Montgomery county two, Madison county one, New Madrid county two, Pike county one, St. Charles county three, one of which was Nathan Boone, St. Genevieve county four, St. Louis county eight, Washington county three, and Wayne county one. All the delegates were natives of slave holding states except McNair and Perry from Pennsylvania, Emmons, New York, McFerrinan an Irishman, and Jones from Wales.

This convention met in St. Louis in June, 1820, at the old "Mansion House," corner of 3rd and Vine streets. David Barton was elected president of the convention, and William G. Pettus, secretary.

On the 19th day of July, after a session of little over a month, and an expenditure for stationery, etc, of a total of $26.25, the work was finished by the adoption of a constitution for the future new state. The constitution was adopted, without any delay, without submitting it to a vote of the people. As an example of co-operative team work, it is said that the constitution was principally the work of Barton, with his efficient secretary, being the most painstaking in all his work, as was evidenced by the fact that in the enrolled copy he made of the constitution it is said not a "t" was uncrossed nor an "i" undotted.

While the constitution permitted slavery in the state, and the rights of slave holders were protected, yet it was not intended slaves should be clandestinely and wrongfully introduced into the state or certain natural rights of the slave wantonly disregarded. Power was given to enact laws to prevent slaves being brought into the state "for the purpose of speculation," or which had been imported "into the United States contrary to law." Also laws to be enacted, "to oblige owners of slaves to treat them with humanity and abstain from all injuries to them extending to life and limb," and in criminal cases "an impartial trial by jury,"

In the early days in Missouri, there was a strong prejudice against preachers intermeddling with politics, an inheritance handed down from the founders of the Republic, that religion and politics must be separate, hence we note, a provision was incorporated in the constitution providing that "no bishop, priest, clergyman or teacher of any religious persuasion, denomination or sect" should be eligible to either house of the General Assembly, or appointed to any office of profit, "except the office of justice of the peace." It provided that "schools and means of education shall forever be encouraged in the state" and should be established in each township so soon as practicable and necessary "and where the poor shall be taught gratis." A commission was appointed to formulate and prepare for a common school system for Missouri.

Two disastrous bank failures had occurred in St. Louis in the territorial days, and suitable restrictions were imposed to prevent similar events. All state offices were made appointive except governor and lieutenant governor. The state treasurer was elected by both branches of the General Assembly biennially. The judges of the Supreme court as well as the Circuit courts, were appointed by the governor, to hold offices during good behavior, over 30 years of age, until 60 years. These offices were held to be too high and honorable in our early statehood to be subject to political influences that would tend to bring them down to the level of corrupt party politics. There were many men in this convention, but our aim is only to give a concise relation of the state's political history, trusting the delvers after the full history of our state, will be interested

sufficiently to call upon our great libraries, and learn of the most interesting history of any state in the Union. The names of the delegates to this convention are not available, except as given here, but among the few names known from St. Louis county, the most conspicuous delegate was Alexander McNair, who was elected the first governor of the state of Missouri, defeating Wm. Clark, who had been territorial governor since 1812. He was a native of Pennsylvania, and after his term of office expired, continued to hold high offices until his death, March 8, 1826.

Bernard Pratte was one of the first merchants of St. Louis, also a member of this convention. Perry Chouteau, Jr., another member, with other men, organized the American Iron Mountain company, and in 1851 organized the firm of Chouteau, Harrison and Valle "to operate the first rolling mill in St. Louis." There were many noted men from other counties in the state, one William Lillard from Cooper county, a Virginian, a very distinguished colonel in the Revolutionary war, and Lafayette county was first named Lillard, after Colonel Lillard. Nathan Boone, the youngest son of Daniel Boone, was a delegate from St. Charles county. He was with his brother, Daniel Morgan Boone, when they made salt at Salt Lick, in 1807, and was a captain of a company of rangers in the war of 1812-15. He was raised to the rank of Lieutenant Colonel. He built the first stone house north of the Missouri, where his father died.

The election following the Constitutional Convention was held August 28, 1820, and Alexander McNair received 6,575 votes and William Clark 2,556 votes. Wm. H. Ashley was elected lieutenant governor, and John Scott was elected first representative to Congress without opposition.

David Barton and Thomas Hart Benton were elected first United States senators. Barton was elected without opposition, but Benton had four opponents, J. B. Lucas, Henry Elliott, John Rice Jones and Nathaniel Cook. Benton here engaged in his first warm contest, which was followed by many others during his thirty years in the United States Senate. After a great fight, he was finally elected by Auguste Chouteau and friends, holding great Spanish claims, coming to his aid, and one of his friends, Senator Ralls, being sick, was brought into the house from his sick bed to vote, and after casting this deciding vote, was carried back immediately and shortly after died. Ralls county was named for him. This first General Assembly established the seat of state government at St. Charles, where it remained until 1826, and the "Great Seal of the State of Missouri," as at present, was adopted, and to any reader, who has never studied the significance of the "Seal" his time will be well spent if he will take up Houck's third volume of "History of Missouri," and learn of his state seal.

So far as the Constitution of the state was ordered by Congress

was concerned, the state had completed in every particular, and promptly at the convening of the second session of the Sixteenth Congress, November 13, 1820, Mr. Scott, the territorial delegate from Missouri, submitted to the House the manuscript copy, which was referred to a select committee composed of Lowndes, and Samuel Smith of Maryland. Ten days later this committee reported that the constitution presented was, "republican and in conformity with the provisions of the Act of March 3rd, 1820." The Anti-slavery party in Congress then seized upon the clause which made it obligatory on the legislature to enact a law "to prevent free negroes and mulattoes from coming and settling in the state, under any pretext whatever," as an excuse to renew the contest, and thus the flame of excitement which raged over the whole country during the hot debate in the Fifteenth Congress, and which was supposed to have been settled by the Missouri Compromise, was again renewed. The question came up almost daily in Congress, until finally Henry Clay, of Kentucky, had the question referred to a committee of thirteen and on the report of this committee it was resolved the new state should be admitted, provided the state should never pass any law "preventing any description of person or persons from coming into and settling in said state, who now or hereafter may become citizens of this Union." The Act required by Congress was passed at a special session of the legislature in June, 1821, which was convened by the Governor for the purpose in St. Charles. There was some opposition but it was accepted, because it would "place the state above the fear or favor of any party."

A certified copy having been transmitted to President Monroe, on August 10, 1821, he issued his proclamation declaring the state admitted to the Union, and thus Missouri became the twenty-fourth state in the federation.

The joy acclaimed by the people that the great and bitter contest was at an end, was manifested in the celebrations of ratifications at different centers. Her grand destiny was foreseen, and it was prophesied to it would belong "the exalted privilege of disseminating the principles of the Federal constitution over the vast regions west of the Mississippi," and that from her bossom will issue colonies of freemen to carry the stars and stripes of the Union to the provinces of Spain and the Pacific ocean, and the frozen North.

This chapter closes this history on all environments of the State over which the greatest fights of Congress centered and to every native born Missourian there should come a proud welcome as she is hailed as the twenty-fourth in the galaxy of stars, which have never decreased, and we gladly head our next chapter with the name which is known the world around, as a synonym of true, brave men, and noble self-sacrificing and beautiful women.

CHAPTER VIII.

MISSOURI.

Its Environments. Boundaries. Name, "Show Me State." J. Hardeman Walker. Platte Purchase. 1831 to 1836. Lewis F. Linn. Major John Dougherty. Thomas Hart Benton. Governor Clark's Indian Settlement, February 15, 1837. Clay County Pioneers. General David R. Atchison. E. M. Samuel. Two Boundary Line Disputes. Twenty-Fourth State. Largest in 1821. Emigration, Rivers, Springs, Minerals, Coal, Farming Lands, Landscape, Animals, Fowls, Fish, Wild Pigeons, The Ozarks. Eyeful of Landscape. Some Early Travelers Impressions. Wildnuts, Berries. Maple Sugar. Autumn's Beauty. Indian Summer. Great Droves of Buffalo. Tameness of Geese and Ducks in War Days. Ethnological Inhabitants of Missouri. Its Historic Mounds. Opportunities for Our Future Archeologists to Solve Many Problems. Relics Showing Skilled Pre-Historic Race, Centuries in Building These Mounds.

While so far, the early history of our state has been treated from an explorative standpoint, together with glimpses of its earliest settlers, its pioneers, who blazed their way through its trackless forests, who braved the dangers in crossing its swollen streams, who like the builders of the walls of Jerusalem, who built with their arms at hand at all times under the leadership of Nehemiah, so these ploughed and planted their fields with rifle near by, in case of emergency, as some lurking Indian might appear at any moment from the dense copse near by, ready to kill the unprepared, and drag off the innocent, helpless women and children to a life worse than death, in many instances.

The author is a native born Missourian, and while he cannot boast of being a native born Kansas Citian, yet the greater part of his life has been spent within its boundaries and no history of Greater Kansas City yould be complete without short sketches of its environments, and a rounding up, as it were, of some of the rich, rare spots in histories of the two states, Missouri and Kansas, that which has made them stand alone in their pecularities distinct from the activities of any other states in the Union, and now this chapter will aim to give the reader some idea of Missouri, which his father or grandfather found when he immigrated to the state of Missouri.

MISSOURI

This is said to be an Indian name brought down through the centuries, mentioned in the early explorers' stories under different Siouian words, meaning as some claim, those who build a town at the mouth of a river, as the Missouris, Indians, were first discovered and known at the mouth of the Missouri river.

It is very uncertain as to its correct meaning, as it seems to be a corruption from Indian and French words, possibly meaning "muddy or smoky waters." The pioneer river men of our early steamboating days, can testify to both of these distinct characteristics, without any distortion of their imaginations whatever, for the muddy waters

were always there, and using a California word, though in the opposite sense from which they use it, the pioneer captain and pilot, could truthfully exclaim, it was quite "unusual" to see a clear, sunshiny morning on the Missouri river.

The name has been spelled on the early maps of the explorers in various ways, on Joliet's map one way, on Marquette's another, some giving the Indian name, but in 1686 Joutel first gave it the spelling as used today from the Indian tribe, the Missouris, who dwelt on the lower river near its mouth. As has been shown in previous chapters, the name Louisiana, in honor of King Louis of France, was given to the territory by LaSalle, and the territory of which our state formed the most populous part when ceded in 1803, still retained that name first as the Territory of Louisiana and then as the Territory of Missouri, from 1812 to 1821, when our forefathers rejoiced to hail this the twenty-fourth star, in the galaxy of the azure blue of our star spangled flag.

The territory orginally designated within the boundary of the new state, embraced that portion of the orginal territory of Louisiana, situated between parallel thirty-six degrees and thirty minutes and the fortieth degree north latitude, with the Mississippi river on the east and the Osage river as its western boundary.

These territorial limits were not acceptable to Congress, and much interesting history is given in regard to these discussions, before the final settlements were made. Whether the phrase in which Missouri is known throughout the world as the "Show Me State" originated at this early date, the recital of these debates in Congress and elsewhere is very convincing proof that our early lawmakers were not at all backward in their demands, and if they ever relinquished their hold upon anything they felt rightly belonged to them, the indisputable proof that it was better for the nation at large had to be shown them.

The little extension, or teat, of the boundary in the southeastern corner of the state, was manipulated by the efforts of J. Hardeman Walker, an enterprising, public spirited planter, owning a large plantation near Little Prairie. How he succeeded in gaining this concession from the territorial legislature is not of historical record, but his fight to retain his citizenship in the new state with a destiny far surpassing anything in the Mississippi valley as an inland state, certainly is evidence of his great foresight.

The boundary lines were finally settled by an Act of 1820, as follows: It was fixed to extend south to parallel thirty-six degrees, north Laitude, running thence west to St. Fransis river, thence up in the main channel thereof to parallel thirty-six degrees and thirty minutes, and thence west on this parallel to a point where a meridian line extended due north and south would intersect the Kansas river. This was the boundary when the state was admitted into the Union

and remained so until 1836, when the "Platte Purchase" added approximately three thousand square miles, about two million acres, out of which has been formed the counties of Platte, Buchanan, Andrew, Holt, Atchison and Nodaway. This territory was occupied by the Saukees, the Foxes and the Pottawatomies, and constant trouble between them and the white settlers, who were unlawful squatters on their lands, finally led to the annexation of that territory, after discussions and negotiations lasting from 1831 to 1836, when it was formally declared a part of the state of Missouri. The white settlers from the adjoining counties were constantly encroaching upon this Indian reserve, not only in hunting, but quietly building little squatter cabins, here and there on its rich lands, and when the Indians resented it and stole their horses, the government authorities concluded, the only way to settle that trouble was a treaty with the Indians for relinquishment of their title, a fair compensation for the same, and their removal to other lands. These are the same Indians that gave much trouble, during the war of 1812.

The pioneer settlers of Liberty and Clay county were the first to make the initial movement toward the annexation of the Platte Purchase in 1831, but the final action was brought about on January 27, 1835, when Senator Lewis F. Linn, of the United States Senate, addressed a letter to Major John Dougherty of Clay county, Indian agent, on the Missouri river, who was in Washington City on that date, and Major Doughterty recommended the Indian title be extinguished, and the territory be added to the state. At the next session of Congress, Senator Thomas Hart Benton introduced the bill, which was finally enacted in June, 1836. Governor Clark made settlement with the Indians which was ratified by the Senate, February 15, 1837.

The acquisition of this territory, while it was introduced and advocated in the senate by Senators Linn and Benton, the agitation had been brought about by General David R. Atchison, Andrew S. Hughes, Major John Dougherty and E. M. Samuel, all pioneers of Clay county. In these name are recognized men of the highest type of citizenship, who were among the sturdy stalwarts of our western counties. General Atchison, for whom Atchison county, also the city of Atchison, and the leading name of our greatest railroad stands, were all named for him, and that is not the only distinction given to General Atchison, for he was honored as no other Missourian has been in that for one day he was president of the United States.

The name of E. M. Samuel was known throughout Missouri and Kansas, as he was one of the leading commission merchants in St. Louis, when our wheat and grain was sent to St. Louis in sack on the great steamboats. The sacks of E. M. Samuel & Sons, were distributed to every county in Missouri and Kansas where wheat was the chief export of the two states. He came to Clay county in 1829, to St.

Louis in 1865, and died in 1869. He was the first man to suggest the idea of linking Kansas City to the gulf by rail.

As Missouri fought every inch of her way to attain statehood, it appears she would now get a season of rest, but not so, another boundary line is questioned. This was the northern boundary line between Iowa and Missouri, and it was in the courts for many years and finally decided in 1849 in favor of Missouri. Another controversy arose over an island situated in the Mississippi, opposite or near Belmont, containing 15,000 acres, a closely contested suit claimed by Missouri for many years but finally settled by the Supreme court in favor of Kentucky.

When admitted into the Union with its added territory in 1837, of the Platte Purchase, the state of Missouri was the largest of the states, and situated in the center of the Mississippi valley, and near the center of the United States, it attracted to its rich and fertile domain emigration, not only from all the other states, but from foreign countries.

The extreme width of the state from east to west is 348 miles, the average being 235 miles. On the northern border, along the Iowa boundary line, the state is 210 miles wide, while on the southern or Arkansas boundary line, it is 288 miles. From the extreme northwest corner to the extreme southeast corner it is 450 miles, but diagonally from the northeast corner to the southwest corner it is only 320 miles.

The average length of Missouri, north and south, is 242 miles. There is embraced in its area 65,350 square miles or 41,824,000 acres. The entire length of its eastern boundary is washed by the Mississippi river, while the Missouri river passes along its western border and through the center of its territory nearly six hundred miles. The great Osage, its largest tributary, fed by many smaller streams, flows nearly parallel with the Missouri, through the western part of the state from west to east over 300 miles. From the south and southwest, the Big Blue, the Lamine, the Saline, the Gasconade and other numerous smaller streams discharge their waters into the Missouri. From the northeast, the left bank of the river, the Nodaway. the Tarkio, the Nishnabottna, the Little Platte, the Crooked river, the Wakenda creek, the Grand river, the two Charitons, the Big Bomme Femme, the Manitou, Cedar Creek and other small streams increase its flow.

The Merrimac, eighteen miles below St. Louis, with its many branches rising in the Ozarks, feeds the Mississippi. Farther south are noted the smaller streams Aux Vases, the Saline, Cinque Hommes, Apple creek and other smaller creeks. The St. Francois discharges into the Mississippi, just south of the state line, but with its numerous tributaries runs several hundred miles through the state.

In the southwestern part of the state are found the Big and Little Black rivers, the Current and Jacks Fork, Eleven Points and

Spring rivers, all beautiful streams in the picturesque Ozarks, plateaus and mountains, cutting their way to Black and White rivers and through them to the Mississippi. Still farther west the Great North Fork, East Fork and James Fork of White river, the Rio Blanco of the Spaniards. The James Fork, fed by Wilson, Swan, Crane and Flat creeks, and manyq forks of the Neosho river, traverse the extreme southwest corner of the state.

A glance at the map of the state of Missouri, presents the self-evident fact that Missouri is a well watered state by its rivers, creeks and springs, and in the early days the pioneer settler had but little trouble in sinking wells, over the state, to procure clear, cool, health-giving water. These wells, when sunk in the bottom lands, were often not over twenty feet deep, and when prepared with the sweep pole, often seen in the past century, horses and cattle were watered in an incredibly short time, as the old well sweep was lowered, in a second or two, and the old moss covered bucket—the iron bound bucket—dipped up the refreshing waters, a large bucket, in less time than it can be drawn from the modern faucet.

In Oregon county the Big Ozark or Great Springs discharge 486,208,000 gallons of water daily, a quantity sufficient to supply Kansas City, in an ordinary day. Vail Springs, supposed to be a subterranean channel of Otter creek in Wayne county, Bryce's or Bennett Springs, on the Niangua in Camden county, said to discharge 11,000,000 cubic feet of water daily, Hahatonka Springs in the same county, pouring forth 148,000,000 gallons per diem, and Big Springs at the head of the Meramac river.

There are numerous salt springs in different parts of the state, as well as noted medical springs at different places. Some of world-wide reputation will be mentioned under another chapter.

The great railroads now traversing the state, in their competitive advertising literature, employ the highest type of descriptipe writers to tell the story of Missouri landscapes, and their literature with word paintings of the Ozarks, with unparalleled beauty spots in other portions of the state, are known to the traveling public, but in this work the diversified climate as well as the topographical differences in the great stretches of prairie in the northern part of the state, in contrast with the mountainous districts in the southern part, will be given as found by the travelers in the early settlements of Missouri.

The Ozark country covers about 75,000 square miles, and is from 1,400 to 1,800 feet above the margin or mean level of the country, and 1,800 to 2,100 feet above mean tide. While the topographical picturesqueness of the Ozark region will employ the pens of many ready writers for generations to come, and yet not exhaust the story. There are also found beneath the surface, many minerals of inestimable value, among the most important of which are found lead and

FLEEING BUFFALO FROM A PRAIRIE FIRE—IN EARLY INDIAN DAYS.

zinc, unequaled by any state in the Union. Its deposits of copper, cobalt and nickel are also of great value. No precious metals have yet been mined to any great extent, yet there have been found veins of silver ore at various places. The greatest manganese deposits in America exist on the southern slope of the Ozarks, just over the line in Arkansas. Great deposits of iron ore are found in many sections of the state, both hematite and magnetic. But little is found in a range of counties on the western border, in the district covered by the coal measures. The most valuable deposits are found south of the Missouri river, in the counties of Crawford, Dent, Pulaski, Phelps, Osage, Franklin, Morgan, Benton, St. Francois, Madison, Stoddard, Bollinger, Wayne, Ozark, Douglas, Christian and Greene counties. Lead and zinc may be divided into three separate districts, the southwestern district, embracing the extreme southwestern counties of the state, the central district occupying the southern-central counties, and the southeastern district, taking in a group of counties around St. Francois, the center of the district.

The Ozarks so far as explorations have been made, seem enveloped by a carboniferous strata. About 22,000 square miles of the state, embracing most of north Missouri, and some ten or more south of the river, are covered with the coal measures.

The rich bottom lands of the counties along the Missouri river, as well as its numerous tributaries, with about 4,000 square miles in the St. Francois basin, contained rich alluvial lands, one of the richest agricultural districts in the temperate zone. We have turned the mellow alluvail soil in the producing bottoms of Missouri, where the "tall corn grows" and we have also turned the sandy, gravel soil in the Sunshine State, and did not space forbid us, we would like to write a chapter upon this feature alone, but our readers must content themselves, in reading these works, the unrivaled beauties of Missouri, when the Red Man tread its pathless forests, and the white man had not yet marred its beauty by turning its soil with his steel plows.

The landscapes of Missouri in its primeval day were simply indescribable. Sometime since we heard a definition of the word Landscape, as an "Eye full of Scenery," and the significance of this definition is at once discernible, when we realize the scope it covers, and in relation to the landscapes of Missouri, barring the scenery as viewed from some high mountain peak, or the stretches of white caps on the deep, blue sea, we feel entirely justifid when the contemplation of the rolling prairies of Missouri form a lanscape, that an "Eyeful" is not surpassed by any land under the sun.

North Missouri was mostly prairie, even from the mounds near St. Charles, stretching away to the northwest, the prairies are almost indefinite. Many travelers, seeking to look upon and write of the beauties of the New World, as they searched its hidden forests sur-

rounded by its vast prairies, on the border land of the Great Ameriran Desert, have written descriptions as they passed over certain sections of the state prior to 1800, or soon thereafter, making use of such expressions as "Every sense was delighted, and every faculty awakened." There was evidently no drowsiness or sleeping sickness manifested by that traveler, and another says: "To the left we behold an ocean of prairie, with islets at intervals. The whole extent perfectly level, covered with warm, wavy grass, and at every moment changing colors from the shadows cast by the passing clouds. In some places there stands a solitary tree of cottonwood or walnut, of enormous size, but from the distance diminished to a shrub. A hundred thousand of acres of land are under the eye at once, and yet in all that space, there is but one little cultivated spot to be seen."

Another, in 1816, says: "I have not seen before or since a landscape which united in an equal degree, the grand, the beautiful and the fertile." Quotations could be given filling many chapters with these descriptions, but the picture of what the general landscape as seen by the pioneers of Missouri, your fathers or grandfathers, is the one we are desirous of depicting in this chapter.

Along the Missouri river, and extending back a few miles, as far as Grand river, the upland woods were open, clean from all underbrush, and covered with blue grass, certainly an ideal country in which to chase the fox, or tree the oppossum and coon. Beyond the Grand river the prairies often extended to the water's edge, and it was through this part of the country De Bourgemont traveled in 1724.

Near where Fort Osage was situated and extending along the river to the mouth of the Kaw, the bottoms were covered with white oak, black oak, cottonwood, hickory, black and white walnut, linn, ash, mulberry, elm, syacamore, hackberry, wild cherry and varieties of timber. Everywhere these forests in the spring of the year were fragrant with blossoms of the dogwood, the red bud, the red haw, the black haw, the locust, the plum, cherry, persimmon and blooming vine of wild grape, of different varieties, the large sugar grape, and the small sour grape, often called swamp grape, a wilderness more beautiful "than Germania, as described by Tacitus." The heavy timber belt had a natural boundary on the north by Grand river and the Osage river on the south. And while strips of timber skirted all the smaller streams throughout the state, this is practically the beginning of that great prairie expanse that stretched onward across the treeless plains, known as the Great American Desert, which continued to the Rocky mountains.

In Houck's history he quotes a paragraph from Atwater which gives a concise, general description of the landscape of Missouri, north of these boundaries to the northern and western boundaries of the state. Atwater says, "The bottoms covered with tall grass, begin on the very brink of the river, above high water mark, and they

gradually ascend from one to three miles back, intersected every mile or two by never failing rivulets originating in the hills; and the ground between the springs is rounded as if by art, and fitted for a mansion house and all its attendant buildings. Princes might dwell here within a mile or two of each other, fronting the Mississippi and along it, and possess handsomer seats than any one of them can boast in the old world. We could hardly persuade ourselves many times, when we first saw any one of these beautiful spots, that all the art that man possessed and wealth could employ, had not been used to fit the place for some gentleman's country seat; and every moment, as we passed along, we expected to see some princely mansion, erected on the rising ground,—vain illusion! Nature had done all to adorn and beautify the scenery before our eyes."

In the pioneer days of Missouri, they uniformly record that the woods were full of wild grapes, wild plums, red and black haws, mulberries, wild cherries, pawpaws, and persimmons; that the pecan trees, the hickory trees, and walnut trees were of enormous size in the bottoms, and produced large nuts; that the sweet chinckapins and hazel nuts grew in abundance in the open woods, and the prairies produced the wild strawberry and blackberries, and on the margins of hollows, the dewberry.

In the writings of the earliest travelers, along the Missouri river in the early part of the 18th century, we note from Sieur Hubert, in 1717, as follows: "The country along the banks of the river (the Missouri) surpasses in beauty and fertility the rest of the colony, possessing a happy climate, which without fail produces everything in abundance."

Bourgemont, in 1724, in his march along the Missouri to a point about 100 miles beyond the mouth of the Kansas river, gives a picture of its appearance, as he passes through the counties of Carroll, Ray and Clay as follows: *"Nous avons passe troias petitesrivieres beaux chemins, grandes prairies, Costeaux, quantite de novisillers charges de noisettesle lorg des rousseaux et vallous; les chevreinlsy estoient en tropeaux."*

These short excerpts from the writings of the earliest travelers over Missouri, give but a faint idea of the contrast of what it was, before touched and often defaced by man, for while the land is a beauty now, then it was a terrestrial paradise.

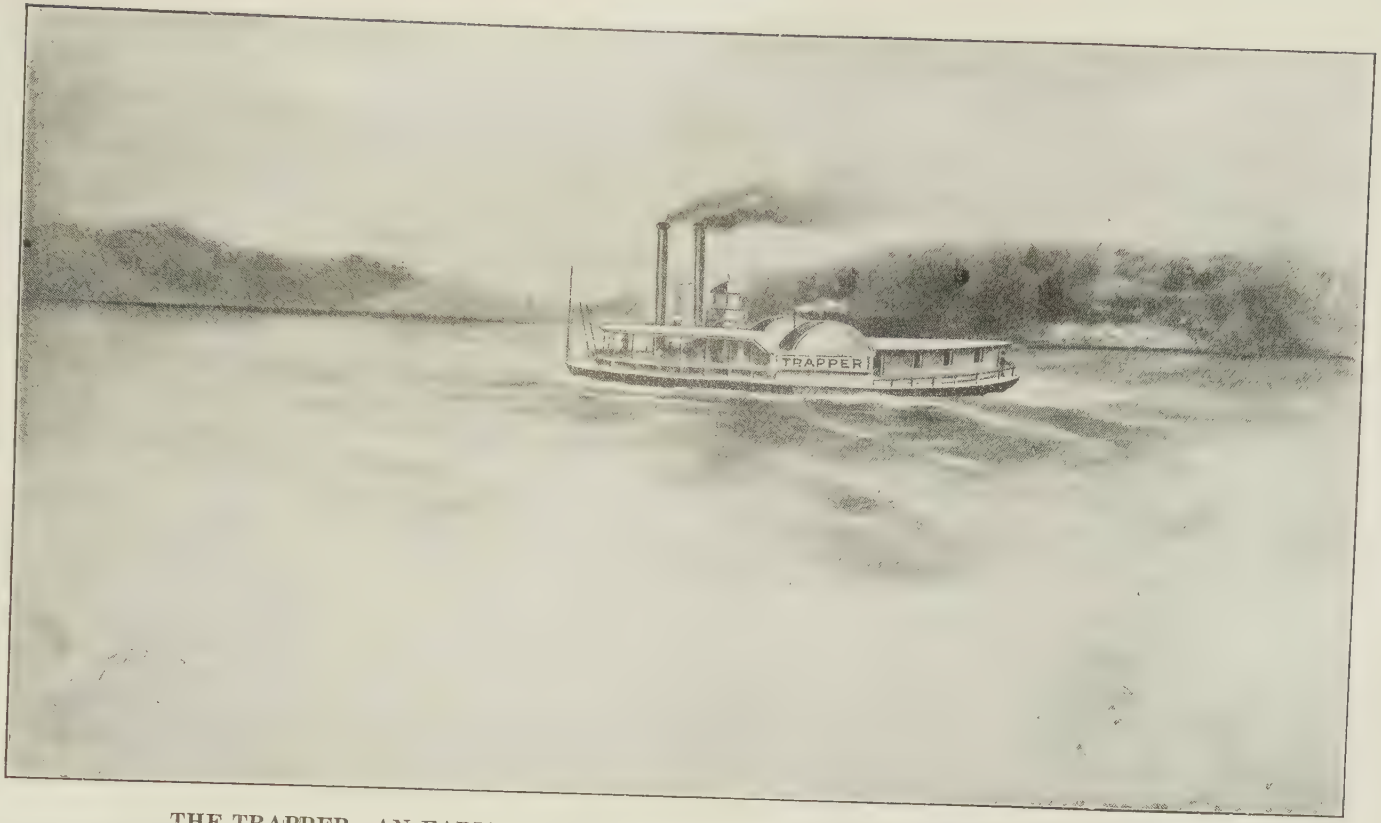
There is no place on the continent where nature had done everything to make the landscape one of ravishing beauty; she has lavished upon her more prodigal charms exceeding all the highest art that man could produce, on a scale magnificent and stupendous—"soaring knobs in high grassy plateaus, through which, in deep ravine, ran crystal rivers mirroring the varied sky, lined with colored flowers and trees, forming a natural arch, and often an enchanting *coup d'oil*, characterized the Ozark country."

"The broad alluvial bottoms along the great rivers, within the limits of the state were covered then with immense towering and open forests. Here wild fruits were abundant, plums, persimmons, pawpaws and cherry obtained a size unknown in less favored regions."

In early February, on the slopes of the hills, the maple yielded its sugar. In autumn the walnut, the hickory nuts, the hazel nuts, the pecan and acorns strewed the ground. But the extensive prairies of what is now north and west Missouri, by their vast extent and luxuriance mocked human labor, dwarfed it into insignificance. It is difficult now for us to imagine the natural beauty of this virgin land. The outline remains, the swelling hills, the valleys, the rocks, the streams; but the picturesque clumps of the trees, the plum thicket, the little wood, skirted around its edges with blackberry and hazelnut bushes; the narrow line of the woodlands here and there along the creeks, the higher hills, named Mt. Ararat, where the large, delicious, wild sugar grape grew on the hill tops far away, all are gone. The copses, all matted with the wild vines, the crab apple, have all disappeared. From the open oak woods crowning here and there a commanding eminence where the emerald prairie gleamed away to the far away horizon. There was nothing to disturb the serene repose of the landscape scene, or divert the mind. In the summer a great carpet of green covered the landscape, and an "eyeful" was appropriated as it stretched away to the distant horizon. The high, wild grass undulated in the breeze like the billows of the Southern Sea. Here the wild rose, the prairie and the various flowers, some in purple, some with creamy spikes, some in golden yellow; lilies, some in white, and often tossing and swaying their red cups in the breeze, the gorgeous sunflower; lobelias, some purple, some blue, some scarlet, made fragrant when in full blossom by the summer sun, these gardens of the desert, these unshorn, and untouched fields, boundless and beautiful.

After the blooming wild rose, and the summer had passed the autumn with its mellow sunshine, stealing through the hazy atmosphere of an Indian summer, with trees and woods panoplied with a thousand varied colors, after the frost had gently touched them. The golden rod, so dear to the city dweller, covered the land, and the whole landscape is closed for the winter in a golden glory unparalleled at any other season of the year, in any other land.

After a few killing frosts had completed their work, blasting the long grass of the prairies, opening the hull of the hickory nut, mellowing the pawpaw, turning the black haw into its eatable color, softened and removed the puckering qualities of the persimmon, the Indian had set fire to the long grass, which burned like tinder, the fires could be discerned for many miles, filling the air with a filmy cloud for many days, known as Indian summer, and at night fringing the horizon with pale, red tints, at length growing into



THE TRAPPER—AN EARLY STEAMBOAT IN FUR TRADE IN THE TWENTIES.

forked planes, encroaching nearer and nearer until the last tuft of withered grass disappeared in the lambent blaze. If a sharp wind should arise, these fires would spread with marvelous rapidity over the landscape, darkening the sun with smoke and filling the air with ashes and flying sparks, a blizzard of flame. Before such a storm, no living creature could stand, and led by wonderful instinct, all animals fled to the banks of the streams for cover.

This was termed a "prairie fire" and was noted as the approach of Indian summer by the early settlers of Missouri, the hazy atmosphere spreading over the entire land, usually covering that period in the fall when the weather is settled, when the "frost is on the pumpkin and the corn is in the shock," in the latter part of October and early November, when there is no finer climate found in the world, not even in California or Florida. While these prairie fires, supposed to have been started by the Indians, to clear off the long, dead grass, permitting the new grass to grow, they have often extended to the wooded sections, and their description, and often their destruction is much more picturesque, and many have been described more forcibly than the prairie fires. Permitting a little digression, the author has witnessed the great timber conflagrations in the mountain forests of California, wherein a great amphitheater, as it were, presented a semi-circular circumference for more than one hundred miles, with flames shooting hundreds of feet into the air, from mountain sides and tops, ranging from ten miles to forty and fifty miles distant, as they enwrapped the brush and the larger timber on the distant mountain peaks, apparently burnt out in the day time, but with the brisk ocean breeze at night, springing forth in greater fury than the day before. Old Nero, as he danced and fiddled with that beastly delight, as he watched the destruction of Rome, never witnessed a greater, more awe inspiring spectacle than we have seen in those great forest fires of California.

ANIMAL LIFE IN MISSOURI

No land presented a more park like appearance than Missouri in its primeval days, and therefore, all animal life flourished. The clear, crystal waters of its rivers, creeks and lakes were alive with fish, and the air with birds, while the woodlands were the haunts of wild and ferocious animals.

The largest animal which roamed in great herds on the prairies was the lordly bison, or American buffalo. The early French voyageurs told of many interesting encounters with these beeves of the prairies. It was a very prolific animal, and while many herds roamed over the Missouri prairies in its early days, when there was no one to disturb their increase, they continued to multiply until some tales told of the immense herds, on the plains farther west as almost incredible, for some have estimated the herds as 4,000,000, yet this day not a buffalo

is to be found in its wild state on any part of what was once the Great American Desert. While the Indians were scattered over the state and slew these animals for their meat and robes, the number of the Indians in the whole state possibly never exceeded the population of many of our smaller counties at the present time. The aboriginal inhabitants possessed no fire arms, using only their bows and arrows, hunting the buffalo, the elk and deer, to satisfy the dire necessities of everyday life. They enticed the fish into traps, and ensnared the birds only to provide for their individual wants from day to day.

In 1661, Father Mambre, one of the earliest writers, says: "The fields are full of all kinds of game, wild cattle (meaning the buffalo) stags, does, deer, bears, turkeys, partridges, parrots, quail, woodcock, wild pigeons and ring doves. There are also beavers and martens, but there are no wild beasts formidable to man"; he concludes as follows, "Our hunters, French and Indian, are delighted with the country." Another, Father d'Ablou, in 1672, remarked that "stags, does and deer are almost everywhere," that "turkeys strut about on all sides" and that paroquets fly in flocks of ten or twelve" and that "quails rise on the prairie every moment." La Houtan, 1688, went a short distance up the Missouri river where he procured "one hundred turkeys, with which that people," he says, "are abundantly stocked."

In autumn the wild geese and cranes filled the air with their trumpetings, as they made their annual migration from the lakes of the north to the milder climate, for the winters. Ducks, cranes and other kinds of water fowl, disported themselves on the streams and lakes of the interior of the state. An early traveler in 1700, writes of counting fifty bears in one day crossing the Mississippi river.

Father Allouez, speaking of the Illinois country, which at that time included the whole upper valley of the Mississippi, said they "catch twenty-five sorts of fish in the waters of the country, among them the cat; and hunt the roebuck, the bison, the turkey, the wildcats, a species of the tiger, and they reckon up some forty kinds of game and birds. Some of them mention wildcats, linxes, and the tree rats, or o'possum, but not one of the early writers mentions one of our best sporting animals, the raccoon. One writer speaks of turkeys in abundance and as good as those in France, and Smythe, in 1784, says: "Sometimes 5,000 in a flock." There are many marvelous stories told of the wild pigeons of our ancestral days, and even as recently as fifty years ago, flocks of them have been seen miles long, obscuring the daylight, and in passing causing a sound equal to some cataract. Where they made their roosts and nests they broke down the limbs of trees, and many young birds dropped to the ground, and the Indians and their dogs have often been made sick from gorging themselves on these dead birds. Wild turkeys were so gentle the

boys threw stones at them. While these relations seem imaginative and unbelievable to the present generation, the author has had the experience during the Civil war, when all fire arms had been taken from the farmers in the rural districts, that the ducks and geese became so numerous and gentle, that they were thrown at by the boys to drive them from the cornfields, and many ducks were killed in swampy places at night by wading into the water, and slaying them with poles. There could be written several interesting chapters of our ancestral hunting and fishing days, and the fishing and hunting resorts, but perhaps it were better to leave them for a closer view, for our own generation has produced many nimrods, and the chase of the fox and following the hounds is still a pastime to some, even now. These sketches are given as prima facie evidence that shows the magnificent resources of our native state, and that if surrounded by an impregnable Chinese wall, we believe Missouri could and would exist upon her own resources, as no state in the Union can.

An interesting chapter could be given to the ethnological inhabitants of Missouri, as eveidenced by the 28,000 mounds found in the state, and the many interesting things found in these mounds, from the slight excavations that have been made up to date, but with slight reference to them to encourage those who may enjoy delving into the yet unsolved mysteries of prehistoric Missouri, we will pass on to other subjects more directly bringing the works down to date. While thus handicapped for space forbidding any extended notes on these prehistoric mounds of Missouri, some little comment may serve to show conclusions drawn from the unfinished explorations, in contrast with the Aztecs and Maya races of Central America.

From such customs as have been revealed by the mound builders, there have been found pottery balls, that were undoubtedly used in their slings, thus resembling the Aztecs, as they also used the sling, as did also the Mayas of Yucatan. As an offensive weapon, it was unknown to the North American Indians. Another singular discovery was brought to notice some years ago in the Salt Springs on the Saline river, showing they were worked long before the early inhabiants produced salt there, and as the American Indian seldom, if ever used salt until after they came in contact with Europeans, the conclusion is readily drawn that others manufactured salt at this spot prior to our red Indian.

Louis Houck, the best historian on early Missouri history, says: "Would be a mistake to suppose that the prehistoric remains found even in the same section or region of this state, or elsewhere in the Mississippi valley, must necessarily have originated at the same time, or from the same tribe or race.

"It is admitted that the center of the Mississippi valley was the seat of a great and striking development of a distinctive and prehistoric activity, a large section now within the limits of Missouri

being within the limits of this activity, as well as portions of Arkansas, Illinois, Kentucky and Tennessee."

Although in this district well marked peculiarities in the remains and relics show that various sub-groups or centers of distinct ethnical development existed. One of the sub-groups or centers is apparently found in southeast Missouri. From the mounds and ceramic remains in this section, it is said a connection with Mexico is clearly apparent."

In American archeology this one fact has been slowly established, in spite of the neglect of this most interesting field, that in the potter's art the primitive inhabitants of the middle Mississippi valley were far in advance of the ancient potters of the pueblos of the new world, as to the variety and refinement of the form and work of their wares.

From these remains it is also evident that the prehistoric inhabitants of this state, at least, were far in advance in civilization of any of the historic tribes which first came in contact with the white man. In the opinion of Brackenridge, an immense population was once supported by this country in southeastern Missouri.

These mound builders were not migratory people, but were a sedentary, semi-civilized people, and the immense work they built must have been by a race of men that lived long in the land "according to Bancroft, who thinks some of these works could not have been accomplished in less than four or five centuries."

The erection or piling up of some of these mounds must have required much time, as calculations prove the quantity of material moved to erect some of them aggregate many millions of cubic feet. Like the pyramids of Egypt, in which many thousand men were required to build, and many years consumed in their construction, so it must have required thousands of men and long periods of time to move the material and pile up these mounds, and while at this day, with the little light available, and at best it is only conjecture, it would seem they moved it in baskets or trays, a cubic foot at a time.

If in these brief excerpts there has been engendered any inclination of the reader a desire to probe deeper into the hidden mysteries of thousands of mounds found in Missouri, and with the "show me spirit" of a true Missourian, that desire if followed by scientific research, may not some native born archeologist of our home state, some day in the future, be given the opportunity to dig up the mysteries of some unknown age, and solve the still untold origin of the North American Indian, and crown his efforts with success by placing his name among those who have been found worthy to one of the niches in the illustrious Hall of Fame, with other native Missourians, settling that question that has baffled all researches so far throughout the four and three-quarters centuries since Columbus first named the Indians.

MANUEL DE LISA

"One of First Great Fur Traders—Obtained a Special Concession from Spanish Government, Controlling the Fur Trade with Osages and Missouri River."

CHAPTER IX.

CLAY COUNTY, MISSOURI

1821 to 1840

Retrospective State Review. Under Five Flags. Four Territorial Jurisdictions. Sovereign State of Missouri, August 10, 1821. Dates of settlements of early counties. Indian relinquishments, 1815. Major John Dougherty, 1808. First permanent settlement, 1819. Fishing River. Forty families, 1820. Ray County organized, 1820. Bluffton county seat. First horse thief. Indian trouble in 1821. Martin Palmer. Clay County organized January 2, 1822. Population 1,200. Liberty laid out. Early pioneers 1825. Four mills running. First ferry, 1825. Rates of ferriage. Several ferries. Caleece. Early schools. First church. New Madrid claims. Land swindlers. Land office at Old Franklin. Government land, $2.00 per acre, reduced to $1.25. Flood, 1826. First County Court February 11, 1822. Loafers. Strict Judges. $1.00 per day. Roads. Licenses. Circuit Court March 4, 1822. First court house, 1833. Area, 2,000 square miles. Prairies uninhabitable. First stone jail, 1833. Auction sale of slaves and other commodities. Indian alarm, 1828. Great snow storm, 1830. Frost in August, 1831. Platte Purchase, 1836.

Having so far approached the founding of "Greater Kansas City" at the mouth of the Kaw, through the relation of the activities of its environments as a sovereign state, first through the narration of the explorations of De Soto, its first discoverer, as he traversed the southeastern portion in 1541-2, taking possession under the Spanish flag; and second, when La Salle, about 140 years afterward, laid claim to it under the flag of France, in 1682; and again under the flag of Spain, during the "Spanish Regime" when, in 1762, France ceded the whole territory west of the Mississippi river to Spain; and fourth when Spain retroceded the same back to France, only twenty days before the whole territory was placed under the Stars and Stripes in its fifth transition of changes from the general government of great nations. After this its settlement under three separate organizations, first under the jurisdiction of Indiana, second as a separate territory known as the Territory of Louisiana; and third in 1812, when it became the "Territory of Missouri," and fourth up to its admission as the twenty-fourth sovereign state of the Union, August 10, 1821.

Having given in the last chapter a brief outline of what constitutes this, then the largest state in the Union, there was a feeble attempt to give the reader a thought or two for reflection in an endeavor to paint a word picture of our free-born possessions, what an inheritance has been handed down to us by our forefathers. Rapidly tracing the westward course of this great commonwealth, we halted at the establishing of Fort Osage in 1808, within the present limits of Jackson County, thus bringing us to the border land, and next in order will be given brief sketches of the two state divisions. The two counties, Clay and Jackson, will be given, as they were the first to

attract the settler toward the Kaw's mouth and in chronological order their activities will be given from 1821 to 1840, beginning with Clay County, Missouri.

Clay County, as well as the adjoining counties on the north side of the Missouri, was originally inhabited by the Missouri Indians and there must have been a well marked Indian trail on that side of the river, followed by De Bourgemont, as he passed with his squad in 1724, to hold a peace council with the Kansas and other Indians northwest and southwest of the Kaw's mouth. It is stated in one of the early Gazatteers, Campbell's, that Mr. D. C. Allen made a statement from information given him by some of the early settlers that some French families had a settlement at Randolph Bluff as early as 1800 on the Missouri river, about 3 miles below Kansas City. The heads of these families were trappers acting, probably, under Pierre Chouteau, Sr., of St. Louis. The county was first visited in 1808 by Major John Dougherty, for many years a resident of the county, where he died December 28th, 1860. At the time of his first visit he was but 17 years of age, and was on his way to the Rocky Mountains, in the employ of the American Fur Company. There must have been a well broken trail or road through Clay county at this time, as other representatives of these fur companies passed through here at intervals on their way to and from the waters of the Upper Missouri, but their stay was only temporary. The first actual settler was a man by the name of Delaney Bowlin, who with several companies, left Loutre Island prior to 1812, and built the first cabin in Clay county. Bowlin is said to have made a visit to Howard county, and never returned. He is last mentioned as being in Fort Kincaid in the war of 1812. John Davis and Lewis Jones, two of his companions remained here. Bowlin is said to have sold his claim to Jacob Bloom, but all these disappeared during the war.

Outside of this if there were any settlers in Clay county prior to the war of 1812, they are not known. During the war from 1812 to 1815, all trappers, hunters and traders on the frontier, had to abandon their settlements and make their way to the forts in Howard county, and perhaps those on the south side of the river found some protection at Fort Osage before its abandonment.

This whole terrtory belonged to the Indians, and was so recognized by the government, and those settling on their lands were considered intruders and squatters, and therefore unlawful.

In the year 1815—March 9—a treaty with the Indians was concluded by the government, wherein the Indians relinquished their title to a large body of land described as follows: "Beginning at the mouth of the Kaw or (Kansas) river, thence running north 140 miles,

thence east to Auhaha (Salt) river, which empties into the Mississippi river, thence to a point opposite the Gasconade, thence up the Missouri to the point of beginning."

In 1818 and 1819 Ray and Clay territories were opened for entry and were settled very rapidly, beginning in 1817 in Ray, on the Crooked river, by a few Kentucky families.

SETTLEMENT OF EARLY COUNTIES

After the original districts, as designated by the Spaniards, St. Genevieve, Cape Girardeau, New Madrid, St. Louis and St. Charles, all retained by the government, the following counties were next set aside and established as follows: Howard county, January 23, 1816; Jefferson county, December 8, 1818; Franklin county, December 11, 1818; Wayne county, December 11, 1818; Lincoln county, December 14, 1818; Madison county, December 14, 1818; Cooper county, December 17, 1818; Perry county, November 16, 1820; Boone county, November 16, 1820; Cole county, November 16, 1820; Chariton county, November 16, 1820; Ralls county, November 16, 1820; Ray county, November 16, 1820; Gasconade county, November 25, 1820; Saline county, Novvember 25, 1820; Scott county, December 28, 1821; Clay county, January 2, 1822.

The first permanent settlement made in Clay was made in the year 1819. In that year, John Owens, Samuel McGee, Benjamin Hensley, Thomas Campbell, John Wilson, Zachariah Averett, John Braley, Charles McGee, George Taylor, Travis Finley, Cornelius Gilliam and Edward Pyburne settled in the southern and southeastern part of the county, some of them near Liberty.

In 1820, the following year, the settlements began in earnest on the Fishing river, the Big Shoal and along the Missouri river, and about forty families came in during the year. Clay was then a part of Howard county. The land office was then located at Old Franklin. November 16, 1820, Ray county was organized, being named for Hon. John Ray of Howard county, and the settlements in Clay were then treated as a part of Ray, being designated as Fishing River township, and in 1821 the western half was known as Gallatin township. The first county seat of Ray county was Bluffton, situated on the Missouri river about where Camden now stands. As in all new settlements there generally appears some undesirable citizens, so it happened in 1821, a man who proved to be such, settled in the northwestern part of the county, who was afterward proven to be a horse thief. Up to this time the Indians had been on friendly terms with the settlers, and they had given them no trouble. This man went up toward the Iowa line, and stole several horses from the Indians. A band of nine Indians followed him down into Clay county from whence

they had lost their horses, but not being able to find him and recover their horses, they entered upon a raid of reprisal, seeking any opportunity that should be presented in which they could get even. A Tennesseean by the name of McElwee had come out the year before with his family, wife and four children, had built him a house, and opened a farm about three miles west of Missouri City, but in this year 1821, he had returned to Tennessee, taking his wife and oldest daughter with him, but leaving his two sons and younger daughter to take care of the farm in his absence. These three were young people, and the Indians finding them thus unprotected, took three of their horses and sent them by two of their band back to their settlements near the Iowa line, being much pleased with the little opposition they had encountered from these young people. Becoming emboldened by their success, they went into camp about fifty yards from the house, but the young people had been instructed by their father what they should do if such an emergency should arise, that they should immediately inform their neighbors. This they proceeded to do so soon as they could evade the Indians, and not arouse their suspicions. Everything was quiet that night and the next morning twelve of the neighbors appeared early with one Martin Parmer as their leader. After some argument with them about the horses, one of them made a threatening motion toward Parmer, and he immediately drew his revolver and shot him dead. At this first shot the Indians and whites all ran for cover, and two of the Indians ran into the house, and as they did so the daughter and one of the boys passed them in the doorway, and the Indians cut the finger of the young man. They barricaded themselves in the house and the farmers climbed up on the roof determined to reach them through the chimney or by tearing a hole in the roof, but the Indians came out and ran, one of them being killed and one escaped. It was thought more of the Indians were wounded, but the slight wound of the finger of the young McElwee was the only one sustained by the whites. This is said to be the first and only encounter with the Indians in the early settlement of Clay county. Clay being the frontier county, and the desire of most of the pioneers and adventurers was to go the full limit—to the jumping off place. The tide of immigration swept over Carroll and Ray, the greater number settling in Clay, so that January 2, 1822, it had a population of twelve hundred; was organized into a county with a voting population of 240. Liberty was laid out in the summer of 1822. A few Indian traders were reported near the mouth of the Kaw at this time, probably the first to settle Old Harlem, but their names are not obtainable. The early merchants of Liberty of record were Essex and Hough, and Robert Hood, soon afterward followed by Wm. Samuels & Co., Ely and Curtis, Hickman, Lamie and

PRESENT CLAY COUNTY COURT HOUSE

Built in 1858-59. Cost $35,000.00. First Built in 1828 to 33. Cost $2,000; Burned in 1857.

Ringo, Joshua Pallen, F. P. Choteau, James Aull, James M. Hughes & Co., and Moore, Samuels and Croysdale. General merchants' licenses were issued for $15, while grocers were $5 and $10.

In 1825 the first factory of any kind was established by Lewis Scott when he opened a tanyard, and the next year Ely and Curtis opened the first distillery. The first horse mill for the grinding of corn was set up in 1821, and was run by Samuel Tilford. In 1826 four other mills were in existence—Manchaster's Mill on Shoal creek; William and Joel Estes' mill on Fishing river; Smith's mill, on Smith Fork, and Hixon's mill.

David D. Moore had a mill on Big Shoal creek in the southwestern part of the county in 1830.

The Missouri river was the great barrier that confronted the pioneer settlers who were desirous of joining the ever increasing settlements in Clay county and often determined the location of their future home. Joseph Boggs, a resident of Clay county, established the first ferry in 1825. Richard Linville also started one the same year. John Thornton started the third, which was located "at or near the Blue bank." A road was laid out from Liberty to Thornton's ferry in May, 1825. Another road from Liberty to the Missouri river "at the boat landing at the town of Gallatin. Another from Liberty "to the mouth of the Kansas river." From the meager records obtainable it is difficult to designate the exact points of these landings and ferries, but when the license was issued to Joseph Boggs in September he was licensed to keep a ferry across the Missouri river "from the bank where Wyatt Adkins lives." He was allowed to charge the following rates: "For a loaded wagon and team, $2. Empty wagon and team $1.50; loaded cart and team $1; for a dearborn and horses, or gig and horses 62½ cents; man and horse 37½ cents; single person, 18¾ cents; horses each 18¾ cents sheep, hogs and cattle each 3 cents. In Linville's license, issued in November, he was allowed to keep a ferry on the Missouri, from a point in section 18, township range 32, "where Louis Barthelette now lives," that is a mile southwest of the present site of Moscow. Judge Linville's rates were the same. Possibly these points may be pointed out at this day, by some one who has continuously kept track of the changing banks of the Missouri river in the hundred years that have passed since these licenses were issued, but it is doubtful whether that spot one mile south of Moscow would now be within a mile or two of the present river bank. Another significant fact worthy of special notice, in comparison with the merchants, advertising sales of today, when an article worth $1, is salable only when put on at 99 cents, for the law makers of Clay county may have had a reason for making such rates as 61½ cents and 18¾ cents, but their division of those days were regulated by the division of the old Spanish dollar into bits, namely 12½ cents—

two bits 25c, four bits 50 cents, dollar, and the ¾ cent, as 18¾, was a bit and one-half. One hundred years ago the ordinary vernacular was expressed in terms such as two bits, four bits, six bits and the $1.

In 1828 another ferry was started by a man named Frost. Linville sold out in 1826 to an Old Frenchman named Calisse Montargee, commonly called Caleece. He ran it until 1830, and it must have been the most popular of all the ferries. The old man was one of the eccentric characters known all along the river, as there have been many others since that time engaged in the transportation of men, animals and chattels from one side of the river to the other. Calisse came to this part of the country soon after the war of 1812 as a French trapper and *voyageur*. Another ferry was opened by a man named Aaron Overton in May, 1830, at the mouth of Rose's branch. From the establishment of these ferries, all from the Clay county side, and the abandonment of Old Fort Osage in 1825, it is readily understood why the tide of immigration first tended to settle in Clay county. Old Fort Osage was just five miles in a straight line southeast of Missouri City.

Schools were early established, even one given a date as 1821, but that was before Liberty was founded, so that probably 1823 is the correct date for the first log school house, which was built in Liberty just south of the Baptist church. Judge Sibron G. Sneed was the first teacher, but this title was given him some time after, as he was one of the first judges of the county court. A better school house was built in 1825, and the particulars in regard to this building and another is not clear in the histories available; that is whether this building was used as a church and called a "meeting house," or whether the third building was erected and used as a church and called "meetng house." It was near Benjamin Sampson's house.

This history has mentioned the New Madrid earthquake, which occurred in December, 1811, where the settlers around in that country lost their farms, and the government in order to reimburse them for their losses, passed a special act giving them the right to settle on any other government lands in the state. Many of the newcomers to Clay county had received these certificates of title. These claims were secured, some of them by the actual beneficiaries under this act, but many of them were bought from the "land sharks" of that day. This was probably the beginning of the career of many great land swindlers of Missouri, for many shrewd manipulators sold fraudulent "New Madrid claims" to the settlers everywhere, and as this was the frontier county at that time, naturally they imposed upon those settlers, who were willing to go to the limit of white civilization, and the farthest away from the land offices, so that the fraud would not be detected until they, the "land sharks," had made good their escape, hence these land troubles continued for many years.

A PIONEER BLACKSMITH SHOP
Corner Kansas and Gallatin Streets, Liberty, Mo.

WILLIAM JEWELL COLLEGE, 1850.

PRESBYTERIAN CHURCH, 1852.

FIRST CHRISTIAN CHURCH, 1851.

The government price of land was set at first at $2.00 per acre when the land office was at Old Franklin in Howard county, but it was reduced to $1.25 per acre in 1825, and the land office was moved to Lexington in Lillard county.

Fort Leavenworth was established in 1827. The first flood effecting the settlers in Clay County occurred in 1826, and many of the bottom lands were overflowed and the settlers had to move to higher ground. By some it was considered the best thing that could have happened at that time, and possibly became more of a benefit than an evil, as before that time all settlers were deeply impressed by the deep, alluvial soil of the bottom lands, and were much prejudiced against the uplands, considering them of little value, and thus being driven out by the flood, their necessities soon convinced them of their mistake.

THE FIRST COUNTY COURT

In the pioneer days the organization of a county court, without a convenient place for meeting was one of the perplexing problems now facing the settlers of Clay county. In the attempt to organize into a regular county, the house of John Owens, in Liberty, was used as the first court house, which stood on lot 186, corner of Water and Mill streets. The court convened February 11, 1822, with the three justices, John Thornton, Elisha Camron and James Gilmer, present, with their certificates signed by Governor McNair, the first governor of Missouri.

Several of those appointed had had experience in Ray county, and their business was transacted in regular form by appointing the necessary officers of the county. John Harris was appointed the first sheriff. In thus attempting to form a stable government out of these pioneer settlers, the loafers and hangers-on were numerous, when resting from their hunting trips, and as they were a "free and go easy" kind, having very little use for law, and especially if it aimed to throw around them any restraint whatever (at this day rising to what it is often termed personal liberty"), they often laughed, or in the Bible expression, remained to scoff and scorn at the novel proceedings. Like all gangs of this nature they had a leader, by the name of Zadok Williams, and as the judges had borne this sneering attitude to the extreme limit of their patience, they called Zadok before them and fined him $1.00 for contempt of Court, afterwards remitting it on condition he would respect the court when in session. These judges issued one of their orders, which like all legislative bodies, takes first place on the calendar, the appropriation of the revenues collected. Their interest in the good of their community was manifest in the amount they set as compensation for their own services, as well as the standard for anyone rendering service for the county, and that was $1.00 per day. The judges were allowed $2.00 each for their

two days session, and John Owens the same for his house, used as the Court House. Court then adjourned.

At the two special sessions in March and May, they finished the appointments of the full list of county officers, accepting a bond from Jesse Gilman as collector, and appointing assessors for the two townships, Wm. Hall for Fishing River township and Pleasant Adams for Gallatin township. At the May meeting they prepared for holding the first general election, on August 10, 1822, and this was general election day in Missouri for many years. The first road was established leading from Liberty to an intersection of Bluffton road, on the Missouri river, then the county seat of Ray county. Road commissioners were appointed and other roads ordered surveyed. David Manchester was appointed the first county surveyor. Retail licenses for six stores in Liberty were issued at $5.00 each in 1822.

March 4, 1822, the first circuit court convened in John Owens' house, with Hon. David Todd presiding. Hamilton R. Gamble was circuit attorney, but not being present, Abiel Leonard filled his place. These men both became distinguished Missourians in after years, Gamble as Secretary of State and Governor, and Judge Leonard as Judge of the Supreme Court.

Court held in open until 1832, when the first court house was built. The first execution for murder in the county was a negro slave, who killed her two children by drowning. She was hanged in 1828.

Description of Clay county from Beck's Gazatteer of Missouri, published in 1823: "Clay county was erected from Ray in 1822. It is bounded north and west by the boundary line of the state, east by the county of Ray, and the south by Lillard (now Lafayette county). Its form is that of a parallelogram, about 100 miles in length and 21 in breadth; containing an area of about 2,000 square miles. The southern boundary is washed by the Missouri river; the interior is well washed by the Fishing river, and several other small streams, running in a southerly and westerly direction. The lands are generally elevated and in the northern part approaching to hilly. Of the fertility of this county and the inducements which it offers to immigrants, I need not adduce a more convincing proof than the fact that but two or three years since it was a complete wilderness, without a single white inhabitant, while at present its population is not less than 1,000. The country north and west is owned and inhabited by hordes of Indians. Clay county is attached to the first judicial circuit; sends one member to the House of Represenatives, and with Ray, Lillard and Chariton to Senate."

Doctor Beck gives you the erroneous ideas then prevailing in regard to the prairies in this quarter of the state when he says:

"The prairies, although generally fertile, are so very extensive that they must for a great length of time, and perhaps forever, remain

FAMOUS ARTHUR HOUSE, LIBERTY, MO.

Cost $40,000. Built in 1855, Burned in 1903. Finest Hotel West of Mississippi at Time.
1, 2, 3 and 4 Sides of Square.

wild and uncultivated, yet such is the enterprise of the American citizens—such is the immigration to the west, that it almost amounts to presumption to hazard an opinion on the subject. Perhaps before the expiration of ten years, instead of being bleak and desolate, they may have been converted into immense grazing fields, covered with herds of cattle. It is not possible, however, that the interior of the prairies be inhabited, for setting aside the difficulty of obtaining timber, it is on other accounts unpleasant and uncomfortable. In winter northern and western blasts are excessively cold and the snow is drifted like hills and mountains, so as to render it impossible to cross from one side to the other. In summer on the contrary, the sun acting upon such an extensive surface, and the southerly winds, which uniformily prevail during this season, produce a degree of heat almost insupportable.

"It should not, by any means, be understood these objections apply to all the prairies. The smaller ones are not subject to these inconveniences; on the contrary, they are by far the most desirable and pleasant situations for settlement.

"There are those of this description in the county of which we are treating, surrounded by the forests, and containing here and there beautiful groves of the finest timber, watered by beautiful running streams, presenting an elevated, rolling or undulating surface and a soil rarely equaled in fertility."

In 1826 Ray and Clay composed the district which elected their first state senator. It had been hitherto represented by General Duff Green of Howard. Martin Parmer, or Palmer, of Clay, who lived on Fishing river, was the successful candidate. Palmer was something of a David Crockett kind of a "statesman," uneducated, illiterate and uncultivated, but possessing natural good sense, quite shrewd and well aquainted with ways of the world. In Wetmore's Gazatteer this incident is given as occuring during Palmer's career as state senator:

THE RING TAILED PAINTER.

"When the time approached for the meeting of the Legislature, Palmer loaded a small keel boat with salt on the Missouri above Hardeman's plantation, and having taken the helm himself, manned the vessel with his son and a negro. Uniting, as he did, business and politics, while afloat on the river, he stood astride of the tiller, with a newspaper in hand (not more than six weeks old), out of which he was spelling with all his might, some of the leading points of a political essay. At this critical period the assemblyman was reminded by his vigilant son of a "sawyer ahead." "Wait a minit," said he, "until I spell out this other crackjaw, its longer than the barrel of my rifle gun," but the current of the Missouri was no respecter of persons or words, the river "went ahead," and the boat ran afoul of the nodding obstruction and was thrown on the beam ends. The

next whirlpool turned her keel uppermost. The cargo was discharged into the bowels of the deep, and there his "salt lost its savor." The negro, in a desperate struggle for life, swam for the shore, but the steersman, who, like a politician, determined to stick to the ship as he would to his party, as long as a timber or fish floated, continued to keep uppermost.

"Having divested themselves of their apparel, the father and son continued astride the keel, until the wreck was landed at the town of Franklin. Here the old hunter, who was a lean citizen, was kindly supplied by a stout gentleman with a suit of his own clothes, which hung like the morals of the politician, rather loosely about him. The sufferers by shipwreck were invited into the habitation of the gentleman who dwelt near the shore upon which they had been cast.

"While recounting their perils at the breakfast table, the lady, who was administering coffee, inquired of the politician if his little son had not been greatly alarmed. "No, madam," said he, "I am a real ringtail painter, and I feed all my children on rattlesnakes' hearts, fried in painter's grease. There is a heap of people that I would not wear crepe for if they was to die before their time; but your husband, *marm,* I allow had a soul as big as a *Court House.*

"When we war floating, bottom uppermost (a bad situation for the people's representative), past Hardeman's garden, we raised the yell, like a whole team of bar-dog on a wildcat's trail, and the black rascals on the shore, instead of coming to our assistance, only grinned up the nearest saplin', as if a buck 'possum had treed. Now, madam, I wish God Almighty's yearthquakes would sink Hardeman's d—ned plantation, begging your pardon for swearing, madam, with my feet on your beautiful kiverlid here. Maybe you wouldn't like me to spit on this kiverlid you have spread on the floor to keep it clean. I'll go to the door—we don't mind putting anything over our puncheon floors." "The river, marm," continued the guest, "I find is no respecter of persons, for I was castaway with as little ceremony, notwithstanding, I am the people's representative, as a stray bar-dog would be turned out of a city church; and upon this principle of democratic liberty and equality, it was, I told McNair, when I collared him and backed him out of the gathering at the shooting match, where he was likely to spoil the prettiest kind of a fight. 'A Governor,' said I, 'is no more in a fight than any other man.' I slept with Mac once just to have it to say to my friends on Fishing river that I had slept with the Governor."

The special session of the county court, in June, 1822, was quite a history making session, as was the August session following, and among other orders and their execution, the "stray pen," the first public structure built by the county, for restraining animals running at large. It was sixty feet square, built of posts and rails, by Jonathan Reed, at a cost of $29.87½.

JOSEPH FOWLER HOME AND OLD SPRING HOUSE, 1824.

—FOREST HILL, R. H. MILLER, 1857.
—THE LIGHTBURNE HOUSE, 1859.

2—DARIUS GITTINGS, 1868.
4—WM. G. GARTH HOME, 1857.

In November, 1822, Jesse Gilliam, the county collector, made his first report. The total tax list was $142.77½, and of this he had collected $140.27½, leaving on the delinquent list, but $2.50. The first order for collection of taxes, called for "all taxes for county purposes be paid in gold or silver coin." Later they rescinded this order, and ordered the collector to *pay back* what specie he had received, and accept loan office or county certificates. The county court was in session nine days in the year 1822.

The tax list in 1824 amounted to $225.52¼. In 1824 the Liberty merchants were Wm. Samuels & Co., Ely & Curtis, Hickman & Lammie, and Robert Hood.

In February, 1825, six saloons were licensed, as the first settlers had come from states where men liked their toddy. Its population in 1825, was 4,000, but in 1885, sixty years later, with a population of nearly 20,000, she had not one saloon and had not had for many years.

In March term, 1825, under an act of the previous year passed by the legislature, the justices of the peace constituted the County Court, and there assembled at Liberty, George Burnett and Sebron G. Sneed, Esqs., of Gallatin township and George Huffaker and Howard Averett of Fishing River. We have no record of building a court house, yet there is a record where this court paid Benj. Simms "for repairing the court house and furnishing benches," and paid Nathaniel Paton, of Old Franklin, Howard County, for publishing in his paper, *The Boone's Lick Democrat*, the receipts and expenditures of the county for the year 1824. The Democrat was then the paper published nearest the county seat. The court house was a vacant building owned by Sebron G. Sneed, and called a court house.

At the March term, 1825, the court ordered and defined the boundaries of the three townships, as Fishing River township, Liberty township and Gallatin township.

In 1825 roads were laid out leading to the different ferries, one to Thornton's ferry on the Missouri "at or near the Blue Bank," another from Liberty to the Missouri river "at the boat landing at the town of Gallatin," and another to the mouth of the Kansas river.

The first school, township 51, range 31, including Liberty, was established in 1826, and at the same session, the court seal was designed. Device: A plough and rake, with sun immediately over the plough, the rays of which point in every direction, the words; "Seal of Clay County, Missouri" were to be "on the outer margin and circle."

First steps were taken toward building a court house in May, 1826. Elections were held in the three townships. Assessor was twenty days in assessing the county.

Patrolmen were first appointed in 1827, and in this year county judges were again appointed for term of four years.

The first deeds of emancipation were issued in 1828. Five were liberated this year.

Receipts of the county in 1829 were $1,231,39, the expenditures were $960.26. David R. Atchison and Andrew S. Hughes were licensed to practice this year.

Archibald Holtzelaw's estate was appraised and the prices at which it was sold shows the values in the year 1829, as follows:

Jincy, a crippled slave girl, 30 years old	$100
Anthony, Jincy's child, 1 year old	100
Susan, a slave, 14 years old	300
Henry, a slave, 13 years old	336
Isaac, a slave, 25 years old	450
George, a slave, 13 years old	316

Other personal property had sworn values as follows: A horse and side saddle, $40; cow and calf, $7.50; sow and five pigs, $1.50; sheep each $1; a flax wheel, $3; cotton wheel, $3; flag bottomed chairs 50 cents each; Bible and hymn book, $1.50; skillet, $1.25; a good horse, $25.

AN INDIAN ALARM IN 1828

Some Indians becaume gloriously drunk in Clinton county, and an alarm spread they were on the way to attack the settlements in Clay county.

Captain Wm. Stephens at the head of 63 men, organized at Liberty, made a search of fourteen days without seeing an Indian.

In the next decade steamboats began to land at Liberty landing, warehouses were built and freight for the whole northwest was landed here. In 1835 and 1836 the Big Shoal meeting house was erected, and the same year the first public bridge across the Fishing river.

AN EARLY SNOW STORM

October 29, 1836, the memorable "deep snow" commenced falling covering ground to a depth of 30 inches, and drifting in many places, twelve feet deep. Another snow storm soon after covered ground for two feet, and January 3, 1831, another, and all three made a depth of about three feet. The situation is easily imaginable with roads impassable, and the deer and wild turkeys at the mercy of the hunters. Snow lasted until in March. In 1831 the killing frost nipped the corn in August.

The first court house, begun in 1828, was finally completed in 1833. The carpenters' work cost $694.50. It was brick, two stories high, first 14 feet and second story 9 feet "in the clear." It was heated by fire places, and burned down in 1857, standing 25 years. Court house square was enclosed by posts and square rail fence in 1836. No jail at Liberty for ten years. April, 1833, contract for the stone jail was let to Solomon Fry at a cost of $600.

There are two historical events in connection with the second

decade in Clay county history, the one has been given on the Chapter on the Missouri, The Platte Purchase, and the second, known as the "Hetherly War," relates one of these county feuds in which the excitement ran high, on account of some murders and Indian alarm, but after the trial all were discharged.

The Mormon war occurred at this time, but that will be treated under the history of Jackson county, where it originated.

Having given in this chapter the early settlement of Clay county over a period of two decades, while it has a history interwoven with that of Greater Kansas City of greater interest than any other county except Jackson in this volume, it is thought proper to keep the approach in chronological order, not reaching beyond two decades in any particular locality. Clay county has a history which has been prepared by the National Historical Society in 1885, which gives in detail its complete history, so far as possible to make it accurate and available at the time, and such facts as may be advisable, will be given as it is one of the chief factors in making a complete history of Greater Kansas City. Clay county was liberal and treated the Mormon refugees from Jackson with great humanity and sympathy.

THE CEDARS, HOME OF FRANK TITUS, 1830.

1. BISHOP HOME, 1840.
2. MOSES E. LARD, 1853.
3. MADISON MILLER, 1840.
4. COSTELLO HOME, 1857.
5 James Smithey, 1857.

CHAPTER X.

JACKSON COUNTY, MISSOURI
1808 to 1840

Name location. Respect and veneration. Lieutenant Byrd. Chouteaus settlement in 1821. Indians relinquish title to twenty-four mile strip in 1825. Some early settlers. Lost township. Six mile Baptist church. Centennial anniversary. Early settlers of Independence. First election 1828. Total vote 316. Vote of 1836 in detail. First grand jury. Westport second town in county. John McCoy. Lone Jack. Little Santa Fe. Blue Springs. First "prairie breaking" sod corn. David Daily and his 27 children. Early county boundaries. St. Louis county. Howard, Cooper. Lillard changed to Lafayette, February 16, 1825. Jackson county laid off, but attached to Lafayette, Cass and Bates. Organized December 15, 1826. Part of Thirteenth Senatorial district. Clay, Ray and Lafayette. Commissioners to select county seat. County court. John Miller, Governor. Andrew Jackson elected President 1828.

Perhaps no name is so well known as a name for counties in the United States as Jackson, unless it be Washington, for the name of Jackson first came into prominence in the War of 1812 and 1817 in the Seminole war, and for sixteen years thereafter in which he was made the seventh President of the United States. There was no name more familiar to the people of the whole country than that of Andrew Jackson, with the characteristic backbone that dubbed him "Old Hickory." Therefore, the name of Jackson was appropriately given to the leading western county of the state. More than half the states have adopted the name for one of their counties, but none so far have reached the heights in many respects to which Jackson county, Missouri, has attained. It stands first in wealth and population, while there are many larger in area. Our neighboring county on the east was first named Lillard, in honor of one of her distinguished representatives in the legislature when first organized, but after he moved back to his native state and the name of Lafayette was upon every reading man's lips, as he made his triumphal visit to America in 1824, the people called for the change, and the next legislature gave it the name of Lafayette in 1825.

At the time Jackson county was settled our country was passing though a period of great historical events, and while the history of Jackson county is full of many stirring events which have transpired within her borders in its pioneer days, there will only be space in these volumes to touch the high spots, to draw out from the many gems of brilliant thought chronicled by the pioneers, and written in great volumes, to select those that will hold the attention of many who spent their early days in the scenes and activities here related, and also as these volumes, move forward, endeavor to give some interesting thoughts worthy to attract the attention of those who pass by, "stepping on the gas" as they go, or in wonder view the landscape from some aerial flight, in the swift air mail planes. The historian is met

by many at this period who seem to have forgotten the struggles and the adversities through which their forefathers passed in order that they may now enjoy the benefits of this higher civilization. It is laudable and praiseworthy for them to thus seek the highest destiny possible in their generation, but if they pass along without taking notes, or planting stepping stones upon which their posterity may erect greater structures, may they not be in danger of letting slip the foundations from which they leap to these achievements, the same as the Egyptians did in their highest achievements, in which it is said we are yet to learn many superior arts which were practiced by them and to which we have not yet attained? Take, for instance, the centuries our explorers have used in conquering the frozen areas around the North Pole, and with what ease Lieutenant Byrd encompassed it in twenty-four hours. Lieutenant Byrd, however, has but used the stepping stones as they have been placed for him by the explorers and mechanicians of the past, who were simply waiting to see him step from the last one they had planted, accomplishing at last that for which all had striven. The scientific instruments, the perfected sun compass, were all brought into play and Lieutenant Byrd was the fortunate one to reap the glory, as he embraced the psychological moment. The author is not a pessimist by any means, but one who has set an ideal mark for Greater Kansas City at the mouth of the Kaw, at a million souls within the present generation, but in daily interviews with the best and most enthusiastic, conclusions may be drawn questioning the possibility sometime of slipping a cog, missing a stepping stone, if we pay too little attention to the preparation, the basis upon which our new advanced higher achievements must rest. As the structure tends upward to reach aerial heights, may it not be forgotten the foundation must be strengthened, must be broadened to sustain the additional burden it is necessarily compelled to bear.

The thought expressed by some in their rapid flight to apparent great success, at present, that they have no time for a thought of what Greater Kansas City has been or has accomplished, and that they are not concerned about its past in the least, nor about the way their honored fathers trod, to say the least, is not in keeping with that "Kansas City Spirit" that has brought us thus far triumphantly on the way. There are many striking examples of soaring too high without knowing whether your mechanism is proof against the hottest rays of the sun, for if your velocity carries you beyond the bounds of prudence, like Icarus, of Grecian mythological fame, if you approach too near that celestial heater, your waxen springs may melt like butter on a hot July day, and great would be your fall. In daily calls upon the best and busiest men of the city, these thoughts are brought out by only very few, for as a general thing our people take a just pride

in what our ancestors accomplished, and when abroad gladly recognize the exalted distinction that they hail from the "Show Me State" and Jackson county. In our movement westward along the settlements of the Missouri river, there was found only one man who had opened a farm in Jackson county near the Government Fort established in 1808. The government recognized the Indians; in this particular section the Osages owned the lands in Missouri and in order to establish a fort for the protection of settlers in advance, they purchased from the Indians a tract of land six miles square which was and still is known as the "Six Mile," in the year 1808. A fort was erected upon it the same year, and it was named "Fort Osage" from the Osage Indians from whom the land was purchased. A few families were permitted to settle near the fort, in order to supply it with vegetables and other products necessary.

The Indians had relinquished their title to nearly all the territory of Missouri in 1808, excepting a strip twenty-four miles wide lying eastward from the western boundary of the state and extending from the Missouri river, south into the territory of Arkansas. The eastern line of this strip was a few miles east of Fort Osage, and in it lay nearly all of Jackson county. The Indian title to this strip, including an immense territory lying westward, was extinguished in 1825.

The treaty was dated June 2, 1825. This explains why Jackson county was retarded in the early settlements, while Ray and Clay—and Lillard, which was organized in 1820—were all in advance of Jackson county. Fort Osage was abandoned during the war from 1812 to 1815, but again reoccupied after the war, but finally abandoned in 1825. As Clay, Ray and Lillard had all been open to settlement for more than five years, Jackson was the only desirable county awaiting the rush in 1826. In 1821, Francis P. Chouteau established a trading post on the south bank of the Missouri river, about three miles below the old town of Kansas City, which afterward was centered at the foot of Grand avenue. The exact point at which Chouteau's first warehouse was built, is possibly about where the Power and Light company now have their power plant, and there was an island near, called Chouteau's Island. This was the trading post, and the only one until the flood of 1826, which swept everything away.

Chouteau, in his travels and trading with the Osages, the Missouris, the Iowas, the Foxes, the Kanzas, and Padoucah Indians, readily discerned this as the most logical point to reach these Indians, taking into consideration the advantages offered by their only means of transportation at that time, the Missouri and the Kansas rivers. The Indians floating down the Platte, the Kaw and Missouri and their smaller tributaries, would bring the furs and buffalo robes from all sections of the plains to this point, as those in touch with the Indians on the Neosho, the Osage and Arkansas, would seek their nearest

points to St. Louis and New Orleans, the ultimate markets at that time.

The 1826 flood changed the trading post from the Missouri river to the post Cyprian Chouteau, a brother, had built in 1825, on the Kaw opposite the town of Muncie, about six miles from the Kaw's mouth. Chouteau removed part of his stock to Randolph Bluff and sent his family to the "Four Houses," the name given to the post on the Kaw, and he soon after rebuilt his house on higher ground, which was near the foot of Gillis street in Guinotte's addition and afterward known as "Chouteau's Warehouse." Soon after the flood, the men who came with Chouteau in 1821 and other Frenchmen of the same class—trappers, hunters and traders—began to gather with their families to settle, and settling around Chouteau's warehouse and extending along the river, even to the mouth of the Kaw, established that wonderful French settlement which continued to exist for a quarter of a century. It was never very large, probably never exceeding a dozen families. Little is known of those who made this early French settlement, but Louis Bartholet (Grand Louis) settled on the bottom north of the junction of Fifth and Bluff streets, possibly about or near where Loose-Wiles factory now stands. Calisse Montardeau, the early French ferryman of Clay county, settled at the foot of Delaware street and opened a farm up on the hill, a few acres, near Fourth and Delaware streets. While these early traders and trappers were not actual settlers, and remained at these points as friendly squatters by permission of the Indians, there was no lawful settlement in Jackson county outside of the "Six-Mile" tract bought from the Indians in 1808 for Fort Osage. There were no settlements made in Jackson county of any consequence until after the extinguishment of the Indian title to the twenty-four mile strip in 1825; Jackson county was not organized until December 15, 1826, and what few settlers appeared on the eastern border of the strip had to go to Cyprian Chouteau's trading post on the Kaw river, as that was their nearest place to trade.

In an address delivered at the "Old Settler" meeting at the fair grounds near Independence July 4, 1872, Dr. Johnston Lykins was called upon to give from his early associations with Daniel Morgan Boone, a son of Daniel Boone of Kentucky and Missouri fame, a brief sketch of his life, and so far as authentic history is now known, after Bourgemont, he was the first known white man in Jackson county, but even Doctor Lykins failed to give the exact date when he first came to Jackson county. Doctor Lykins states he came to St. Louis in the month of May, 1787, after a horseback ride all alone from Fort Hamilton, "a post on the big Miami, just west of Cincinnati, and in a ride of thirty days through the wilderness; arrived on the bank of the Mississippi, just below St. Louis. After making his home at St. Louis for

THE OLD COVERED BRIDGE
A Land Mark Which Spanned the Principal Streams on the Old State Roads of Missouri in the Early Days.

some years, in which time he explored the country from St. Louis to the Kaw's mouth, and in 1799, succeeded in having his father, Daniel Boone, who was then a sojourner in the wilds of western Virginia, to come with his family and friends, and they settled on the Femme Osage in St. Charles county, Missouri."

The author would be pleased to dwell longer on the life of Daniel Boone, in Missouri, for the reason he prides himself as having been born in one of the early log cabins built by Daniel Boone, and his great grandfather was buried in the old burial ground on what is now shown tourists as the stone house built by Daniel Boone, and his son Nathan, in which Daniel Boone died. While the remains of Daniel Boone have been removed to old Kentucky, the state that was more directly connected with his earlier pioneer life, in which he made the basis for many pages of history, the remains of his illustrious son, Daniel Morgan Boone, rest in our midst, near Westport, within a few miles of The Heart of America, in an unmarked grave.

This county was retarded in its growth falling several years behind the others for reasons given.

In compiling a concise, reliable history of Jackson county in which the salient facts alone are to be given, so that the future historian may not be confounded with the verbosity of the writers who have contributed to the many volumes already accessible to the public, the author confesses difficulty in selecting the true narrative as a puzzling one. Having some half a dozen or more at our command, and before us, and by consultation with those who have heard its story related by the old settlers in their many meetings in the past century, we hope to boil it down so that its consistency may be more palatable and acceptable to the more exacting. It is much like commentaries on the Four Gospels, for each old settler gives it from his individual view point. For instance, to show the reliability of the most complete work ever issued on the history of Jackson County, that of the Union Historical Society of 1881: On page 101 of this history the statement is made that the "Hon. Geo. C. Sibley * * * was government factor and agent, from 1818 until the abandonment of the fort in 1825." On page 103, there is this sentence. "At the beginning of the war with England in 1812 this fort was evacuated, and again re-occupied after the war until 1822, when it was finally abandoned." The adjustment of these two dates, 1822 and 1825, are practically impossible at this time more than 100 years afterward, but the historian of 1881 could have corrected it at that time. As the treaty made by the government with Osage Indians, the Kanzas and others, constitutes the first transfer of title to land in Jackson county, it is given here as follows:

June 2, 1825.

"Art. 1st. The Great and Little Osage tribes or nations do hereby

cede and relinquish all their right, title, interest and claim to land lying within the state of Missouri, and territory of Arkansas, and to all lands lying west of the state of Missouri and territory of Arkansas, north and west of the Red River, south of the Kanzas River and east of a line to be drawn from the head sources of the Kanzas, southwardly through the Rock Saline, with such reservations, for such considerations, and upon such terms as are hereinafter specified, expressed and provided for."

June 3rd, 1825, a treaty was concluded with the Kanzas Indians ceding territory to the United States described as follows:

"Art. 1. The Kanzas do hereby cede to the United States all lands lying within the state of Missouri, to which the said nations have title or claim, lying west of the state of Missouri and within the following boundaries: Beginning at the entrance of the Kanzas river into the Missouri river, from thence north to the northwest corner of the state of Missouri, from thence westwardly to the Nodewa river thirty miles from its entrance into the Missouri, from thence to the entrance of the Big Nemahaw river into the Missouri, and with that river to its source, from thence to the source of the Kanzas river, leaving the old village of the Pama Republic to the west; from thence, in the ridge dividing the waters of the Kanzas river from those of the Arkansas to the western boundary of the state of Missouri, and with that line thirty miles to the place of beginning." An article written for the Gazatteer of Missouri, by one of Jackson country's oldest and most prominent citizens, is here given showing exactly what a pioneer had to say of his county at that time: "The settlers who had been previously stopped in their westward progress at the eastern confines of this strip of land, immediately made a general rush into the new purchase. The next year (1826) a census was taken preliminary to establishing a general county organization. (Note: This is first census of Jackson county, taken one hundred years ago.) The county records show the cost of taking this record by Jacob Gregg, still a resident (1881) of the county, to be $10.00 for ten day's services. June, 1821, Francis G. Chouteau established a trading post on the south bank of the Missouri river about three miles below the present site of Kansas City. He brought his wife and family all the way from St. Louis to the post in canoes and pirogues, the journey occupying twenty days. By the great flood of April, 1826, every vestige of his improvements were swept away, and the post was transferred to a point on the Kansas river six miles above the mouth. A few years later several Frenchmen, who were mountain trappers, with their Indian families, settled along the Missouri river below the mouth of the Kansas. The county was organized December 15th, 1826, and July 2nd, 1827, the first county court held at Independence, Henry Burris presiding and Abraham McClelland and Richard Fristoe

associate judges; L. W. Boggs, afterward governor, clerk. The commissioners, the same month located the county seat at Independence. Although the timbered portion was soon quite thickly settled, various causes contributed to retard the development of the county, principally the fact that a large portion of the finest lands were for many years withheld from sale. On the Blue river thirty-six sections were selected for educational purposes for the Kansas Indians, as provided in the treaty of 1825, and a still larger amount under an act of congress donating public lands to Missouri for seminary purposes. These last were sold in 1852, and the proceeds applied to the State University of Missouri at Columbia. That portion of the public land not reserved for other purposes was offered at public sale November 11th, 1828, at $2.00 per acre.

Another drawback arose in 1830 in a bitter feud between the original settlers and the Mormons who emigrated in large numbers and settled in Jackson county. They entered several thousand acres of land, mostly west of Independence, professed to own all things in common, though in reality their bishops and leaders owned everything, especially the land titles, and established a Lord's storehouse in Independence, where the few monopolized the trade and earnings of the many. They published the *Evening Star*, the first newspaper in the county, in which appeared weekly installments of revelations, promising wonderful things to the faithful, and denouncing still more wonderful things against the ungodly gentiles. The result was the gentiles threw the press and type into the Missouri river, tarred and feathered the bishop and two others on the public square at Independence, and otherwise maltreated the Saints who retaliated upon their adversaries, "smiting them hip and thigh" at every good opportunity. On October 31st a deadly encounter took place two miles east of Westport, in which two citizens and one Mormon were killed. The Mormons routed their enemies and, elated with victory, determined to destroy that wicked place, Independence, which had been the scene of their sorest trials. A revelation ordered the work of destruction and promised victory. They marched during the night and soon after daylight, November 2nd, arrived one mile west of the town, but the gentiles, pouring in from all quarters, met them at that point, and forced them to lay down their arms and leave the country in twenty-four hours, which they did, crossing the Missouri, November 3rd, 1833." The territory embraced within the limits of Jackson county originally covering Cass, Bates and a part of St. Clair, was occupied by the Osage Indians.

The "Six Mile" was within the limits of the Missouri river, Fire Prairie and Little Blue. Fort Osage was described in a former chapter and during its occupancy a few settlers were permitted to settle on the adjacent territory. After the restrictions were removed

in 1825, the timbered portion of the county west of the Little Blue was partially occupied. The first settlers were principally from other portions of the state, but during the following year large immigrations from Kentucky, Tennessee and Virginia increased the population rapidly. Up to this time it was called the "Blue country," and was attached for civil and military purposes to Lafayette county, but after the census was taken, an application was made to the legislature for a county organization. At the general election in 1826, Abraham McClelland and Lilborn W. Boggs of the "Six Mile" were returned as representatives of the Lower House of the Legislature. The ensuing assembly passed an act organizing the county, which was approved December 15, 1826, and Daniel Ward and Julius Emmons, of Lafayette county, and John Bartleson, of Clay county, were appointed commissioners for the purpose of locating the county seat.

These gentlemen failed to comply with that portion of the act under which they were appointed, requiring them to fix the future capital within three miles of the center of the county. The prevailing opinion at that time and for many years afterward, in which these worthy commissioners appeared to have participated, that magnificent savannahs, which spread out its supernal beauty over that designated "center" was utterly useless for any agricultural purposes, and would remain unsettled until the end of time, and following the line of settlement which was confined to the "timber," they located their seat of justice on the 29th day of March, 1827, in the southwest quarter of section 2, township 49, in range 32, and gave it the name which it has since borne, that of "Independence." On the 22nd day of January, 1827, the legislature appointed Abraham McClelland, Richard Fristoe and Henry Burris as presiding judges of the county. These officers convened and were sworn in at the first session of the County Court on the 21st day of May, 1827. At this session the county was divided into the three townships, Fort Osage, on the east, Kaw on the west, and Blue in the center. The names were derived from the fort, the Kaw or Kansas river, and the center from the Blue river, so named from color of the water in the stream. A plat of the county seat was ordered, and presented at the next session, June 1. The following were appointed the first justices of the peace of the county: Wm. J. Baugh, Jesse Lewis and Joel P. Walker, for Fort Osage; Wm. Yates, Lewis Jones, James Chambers and Wm. Silvers, for Blue; Samuel Johnson and Andrew P. Patterson, for Kaw township.

The first session of the Circuit Court was held at the house of John Young, near where the Ross House stands, on the 29th day of March, 1827, David Todd, of Howard county, being the presiding judge. There being no clerk at that time, the first session, Judge Todd was accompanied by his clerk, Robert Wilson, of Howard county, but for some unexplained reason, Mr. Wilson was very unfavorably

BREAKING PRAIRIE—A STRIKING SCENE OF RURAL LIFE IN PIONEER DAYS.

impressed, and declined to serve, and was succeeded by Mr. Samuel C. Owens, who served in that capacity for many years.

By the act of Congress reserving large bodies of land for state seminaries, a great portion of which was selected in the vicinity of Independence, the best lands for settlement were held at two dollars per acre. There were also two townships in the eastern part of the county, 49 and 50, in range 30, which were not open for purchase for some fifteen years after the organization of the county. These were referred to as "lost townships," and their settlement was retarded. They were situated in the southwstern part of the county and known as "High Blue" and were not surveyed or sectionalized in the orginal survey. The surveying officer reported to the government, that as they were mostly "prairie," he did not think they would pay the expense of bringing them into the market, and further, that in attempting to run some lines through them he found the pressure of some powerful magnet which so influenced his compass as to make survey impossible.

An amusing story is told in connection with this survey by some old settlers, from which it appears the surveyor in "knocking around" came up one evening to a small distillery on the banks of the "Sni," and being of a familiar turn of mind, he was soon on most excellent terms with the distiller, and before leaving, was so hospitably entertained that he lost his hat and field notes, which were discovered by an old sow and effectually demolished. Ashamed of his loss, and not wishing to go over the ground again, this faithful official made the report as above stated.

The historian giving this story, in his comment, says: "we cannot undertake to decide whether it was the head or compass of this surveyor which was so disturbed, the result is all we have to deal with, and we know that was to keep this land out of the market for fifteen to twenty years after the other portions of the county were open.

It was finally offered by the government and is now dotted over by finely improved farms, and one of the best portions of the county.

Lewis and Clark first discovered the site for Fort Osage, now called Sibley, but for nearly twenty years there were no important settlements in the county. At Fort Osage the first ferry was established. Settlements were afterward made in the neighborhood of Blue Mills, and what is known as the "Hudspeth Settlement" was some eight or ten miles north and east of Independence, on the Sibley road. William Hudspeth, William Franklin, Christopher, Joel and Richard Childs, Thomas Potts, Sr. and Jr., David Bittle, Lynchburg Adams, Lewis Franklin, Jesse Morrow, Wm. Huntsucher, John Hambright, Michael Rice, and many others, were among the early and prominent settlers in that vicinity. Michael Rice built and operated a mill on the east side of the Little Blue. George S. Parks taught a

school here in an early day, and in this vicinity was built the first church in the county, the Six Mile Baptist Church, which has just celebrated its Centennial Anniversary, in 1926.

Other settlements in the county followed in order at Independence, then at Westport and Lone Jack, Blue Springs and smaller places during the decade ending 1830.

Some of the early settlers around Independence were, John O. Agnew, Solomon Flournoy, Robert Rickman, Wm. Lawrence, Leonard H. Renick, Henry Baker, Samuel C. Owens, John R. Swearingen, Russell Hicks, John W. Modie, Reuben Wallace, Joseph H. Reynolds, Samuel Weston, Robert Weston, John Lewis, Richard McCarty, Lewis Franklin, Allen Chandler, S. D. Lucas, Richard Fristoe, Jno. C. McCoy, William McCoy, Alexander Todd, Henry Ruby, Reuben Ruby, and others. In the fall of 1834 a correct enumeration gave Independence just 250 inhabitants.

In 1828, at the first general election, held on the first Monday in August, the 4th day of the month, at the Court House, County of Jackson, Blue township, there were 231 votes cast for John Miller for Governor. On the same date the election was held in the house of Joel P. Walker, for Osage township and John Miller received for Governor, 44 votes; in Harmony township, same date, John Miller received 12 votes; in Kaw township 29 votes. Total votes for Governor, 316.

In the complete History of Jackson county of 1881, the name of every voter in the county is given and to show the increase of the vote in the county, in 1836, the vote of the county was as follows:

	Votes Received
For Governor—	
L. W. Boggs	597
William H. Ashley	192
For Lieutenant Governor—	
Franklin Cammon	516
James Jones	164
For Gongress—	
Samuel C. Owens	351
James H. Birch	145
John Miller	480
Albert G. Harrison	533
George F. Sholther	15
Alphens Wetmore	4
George Shannon	1
For State Legislature—	
Smallwood V. Nolan	585
Thomas Jeffries	541
Jacob Gregg	161
John R. Swearinggen	252
For Sheriff—	
Amos Riley	1

John King 474
Thomas G. Hudspeth 93
Page Nolan 212

For Coroner—
Joseph H Reynolds 487

For Assessor—
Isaac Crabtree 431
Jesse W. Morrow 89
Archibald Stewart 168

There were five townships this year, Washington and Shnee-a-bar being the new ones. Five constables were elected.

SAMUEL C. OWENS, Clerk.

The first grand jury, summoned on September 15, 1828, by Samuel C. Owens, clerk; J. R. Walker, sheriff, and Jacob Gregg, deputy sheriff, was composed of twenty-five men, *Venire facias*, November term, 1828. Of the twenty-five names in the list, including the sheriffs, only Jacob Gregg was living in 1881.

Westport was the second place in the county to be settled, after Independence and the surrounding vicinity. The Santa Fe trade, which started at Independence, gradually transferred some of its trade to Westport. John C. McCoy laid out the town, and was one of its first settlers. Others were Robert Johnson, James McGee and sons, John Harris, Jacob Reagan, William Matney, Johnston Lykins, and many others. The next early settlement was at Lone Jack, where families had clustered around a large jack oak tree, which gave it the name. Among the earliest settlers around Lone Jack, the names of Warham Easley, Galen Cabe, John Snow, Stephen Easley, and John Daniel, are mentioned. This was the principal settlement in the southeastern portion of the county, and here the township elections were held.

New Santa Fe, sometimes called "Little Santa Fe," was also a very early settlement, but of little importance, situated near the southwest corner of the county, but distinguished in the rounding-up days as the starting point for the great caravans, to be straightened out for their long trek across the plains. There were but few settlers and among them are found the names of John Bartleson, William and Edward Gray, John Whitsett, Richard Kirby, John Fitzhugh, George Fitzhugh, John B. Lucas, John Self, and Luisey Lewis. These settlers went to Westport and Independence for supplies. They lived mostly in the timber, living principally on hominy, potatoes and the results of their hunting, often without bread.

At or near Stony Point were a few early settlers, near the south boundary of Sni-a-bar township.

A few early settlers made their home near Blue Springs, and a few names are mentioned as Smiths, Clarks, Burrises, Dailies, Judge R. D. Stanley and others. Near here the first prairie broken in Jack-

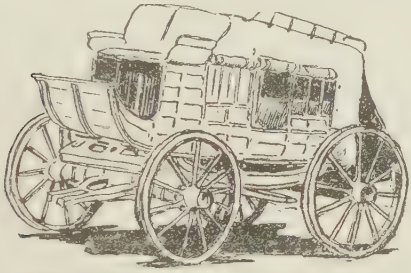
son county was done by David Dailey, close to the east fork of the Little Blue. The original "bar-shear plow," consisting of a beam to which was fastened the coulter or "shear," as it was called, to cut through the tough sod, with a wooden mouldboard. By experience, Mr. Daily found it impossible to cross plow this sod as it collected and made a huge pile in front of his plow, necessitating the abandonment until time was given for it to deaden and decay. This meant the loss of the crop for that spring, so to avoid losing the year's work, he took an ax and cut holes in this obstinate turf, dropped in the corn, and with another stroke of the ax covered it over. The first year he planted and raised a good crop, as there were no weeds, and no necessity for cultivating. Many a Missouri farmer has since raised good crops of sod corn, with the least labor possible, but with improved methods of plowing. When they ploughed the prairie they attached six or eight yoke of oxen, opening a large, deep furrow. Mr. Dailey remained here a long time, finally selling out to a wealthy Virginian, by the name of Frank Howard. He was a man of very industrious habits with an iron constitution, and of that Rooseveltian nature that was a great asset to any pioneer county, for he raised twenty-seven children, all from an equal help-mate in every way, his one wife. In passing through St. Louis, on his way to Jackson county, while at the landing, he went up town and applied for a dozen hats for his boys, the merchant was surprised and told him if he would bring twelve of his own boys into the store, he would give each a hat. Mr. Dailey, as his money was running low, was delighted with the promise, and returning to the landing, he took his boys back to the merchant, who provided each with a new hat.

Dailey was a pioneer, for no neighbors lived near him, and wild turkeys came to the house and ate feed from his hog trough. Wolves howled about and often destroyed the pigs and sheep of the early settlers. Dailey built a grist mill and ground for customers who came from long distancees. The mill was run by horses on a tread-mill, grinding both wheat and corn. He also had a distillery, and manufactured an early product of Jackson county whiskey—which was distributed without the aid of "bootleggers." He lived to the age of 90 years.

EARLY COUNTY BOUNDARIES

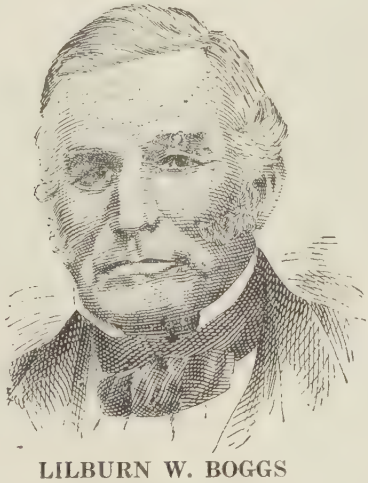
The territory of which there has been given short descriptions of its earliest settlement, together with dates of its organization, was embraced in St. Louis county, except the western part, which belonged to the Osage Indians. The eastern boundary of the Osages at that time commenced at a point on the Missouri river, near the mouth of the Little Blue, and thence ran directly south. The boundaries of St. Louis county, fixed by an act of the Territorial Legislature of Missouri, December 31, 1813, included a strip of land lying south of the Missouri river and containing about twenty-five counties as at

MAJOR GEO. C. SIBLEY AND MRS. GEO. C. SIBLEY
First White Settlers in Jackson County, 1810.



THE OVERLAND STAGE COACH.

WALTER BALES AND WIFE
Jackson County, Mo.



LILBURN W. BOGGS
Independence, Mo.

present organized. The description is well worth reading, but too voluminous, for production here. This territory was known as St. Louis county till the act of January 23, 1816, which constituted Howard county, which was cut out of St. Louis and St. Charles counties, the most ambiguous part of said boundary is shown when it states: "thence eastward, with said line to the main dividing ridge of high ground between the rivers Mississippi and Missouri, thence with said ridge of high ground to the main fork of the river Cedar, thence down said river to the Missouri, thence down the Missouri and in the middle of the main channel thereof to the mouth of the Great Osage river, the place of beginning, is hereby laid off and erected into a separate and distinct county, which shall be called and known by the name of Howard county."

Howard county retained these boundaries from December 23, 1816, to December 17, 1818, when a part of it was cut off and named Cooper. Cooper county remained as constituted in the act of the date until November 16, 1820, when a county named "Lillard," in honor of a state senator by that name, was laid off, including the territory now included in the present counties of Lafayette, Johnson, Henry, part of St. Clair, Bates, Cass and Jackson. Approved November 16, 1820.

By an act of the legislature, February 16, 1825, the name of Lillard was changed to Lafayette, and the western boundary was the middle of range number twenty-nine.

By an act of the General Assembly, the same day, February 16, 1825, the County of Jackson was laid off. The Act was entitled "An Act defining the limits of the several counties of this state," section 30 reads as follows, "be it enacted, that all that portion of the country bounded as follows to wit: beginning at a point in the middle of the main channel of the Missouri river due north of the termination of a line running through the middle of range twenty-nine, west; thence due south with said line to the middle of the main channel of the Osage river; thence due west to the western boundary of this state; thence north with the said western boundary to the middle of the main channel of the Missouri river; thence down the river in the main channel thereof to the beginning, shall comprise the county of Jackson. Provided, That the territory included within the bounds above named shall continue to be attached to and form a part of the county of Lafayette for all civil and military purposes until the same be established and organized as a separate county by law.

Approved February 16, 1825.

While the above act, with the proviso, permitted the organization of the county including Cass and Bates, another act was passed and approved December 15, 1826, entitled "An act to organize the county of Jackson" as follows:

"Be it enacted by the General Assembly of the state of Missouri,

that the county of Jackson, heretofore attached by law for all civil and military purposes to the county of Lafayette, be, and the same is hereby declared to be erected into a separate and distinct county, and that all rights and privileges granted by law to separate into distinct counties, be, and the same are hereby extended to the county of Jackson.

2. "David Ward and Julius Emmons, of the county of Lafayette, John Bartleson, of the county of Clay, be and are hereby appointed Commissioners for the purpose of selecting the seat of justice for said county, and the said Commissioners are hereby vested with all the powers granted to Commissioners under the law entitled 'an act to provide for organizing counties heretofore established.'

Approved January 14, 1827.

3. "The said county of Jackson shall be added to and form a part of the first judicial district, and that the circuit courts for said county shall be held on the third Mondays of March, July and November in each and every year until otherwise provided by law.

4. "The courts to be holden in the said county shall be at the house of John Young until the tribunal transacting county business shall fix a temporary seat of justice for said county.

5. "The Probate Court shall be holden in the said county of Jackson on the second Mondays of March, June, September and December.

6. "The said county of Jackson shall be attached to and compose a part of the Thirteenth Senatorial District and shall in conjunction with the counties of Clay, Ray and Lafayette, elect one Senator at the general election in Eighteen hundred and twenty-eight.

"This act shall take effect from and after the passage thereof, December 15, 1826."

The reader may still wish to know how Jackson county was circumscribed within its present limits and the answer may be given briefly as follows:

When, in the act of the Legislature, March 3, 1835, the county of Van Buren was defined, then the present southern boundary of Jackson county was established and in the following language: "Beginning at a point on the middle of range twenty-nine, where the same intersects the townships forty-six and forty-seven, thence west with said township line to the state boundary."

Remembering that Van Buren county was subsequently named Cass, the same act further stated: "The northern line of Van Buren (now Cass) as constituted by the foregoing section shall be the permanent southern boundary of Jackson county; and all the territory included in the county of Bates shall be, for all civil and military purposes, attached to the county of Van Buren (now Cass) until the said county of Bates shall be organized into a separate and distict county by law. David Ward of Lafayette, Samuel Huick and William

GENERAL ANDREW JACKSON, HERO OF NEW ORLEANS, 1815.

Brown of Jackson county, are hereby appointed Commissioners to select the permanent seat of justice for said county, March 3, 1835."

Having thus followed the organizations of the counties in which Jackson was concerned, from December 13, 1813, to March 3, 1835, in which time the counties of which Jackson formed a part, were reduced from the size of the state of Massachusetts to its present limits, and having referred to the early settlers, and brief reference to the appointments by Governor John Miller of the judges of the first County Court, the student of Jackson county history should be well posted in the organization of the county, if each step has been perused as it has been set before him.

ORGANIZATION OF THE FIRST COUNTY COURT

State of Missouri, County of Jackson:

At a special term of the County Court of Jackson county, begun and held in the house of John Young, in said county, on the 21st day of May, 1827, agreeably to public notice, where (in pursuance of an act of the Legislature of this state, entitled an "act to amend and alter an act to establish 'Courts of Justice' and prescribe their powers and duties," approved 2nd January, 1827) the following gentleto wit: Abraham McClelland, Richard Fristoe and Henry Burris, Esquires, being appointed Justices of the County Court, for the county, and each of the said parties having been duly qualified according to law, produced the following commissions, and the said commissions being read in open court, took their seats as the Justices of the County Court within and for the county of Jackson.

COMMISSION OF JUDGE ABRAHAM McCLELLAND

John Miller, Governor of the State of Missouri,
To all who shall see these presents greeting:

Know ye, that reposing special trust and confidence in the integrity, learning, and abilities by and with the advice and consent of the Senate, do hereby appoint him a Justice of the County Court of Jackson, and do authorize and empower him to discharge the duties of said office according to law; to have and to hold the said office with all the privileges and emoluments of the same of right appertaining unto hm, the said Abraham McClelland, for the term of four years, and until his successor is duly commissioned and qualified, unless sooner removed for misdemeanor in office.

{ The Great Seal of the State of Missouri. }

(Signd) JOHN MILLER,
By the Governor.
Spencer Pettis, Secretary of State.

In testimony whereof, I have hereinto set my hand and caused the great seal of the state of Missouri to be affixed. Done at the city

of Jefferson, this first day of May, A. D. 1827, of the independence of the Unitted States the fifty-first, and of this state the seventh.

The commissions of Judge Richard Fristoe and Judge Henry Burris were of same date and identical, except names.

The following is the oath of office taken by Abraham McClelland, and indorsed on his commission.

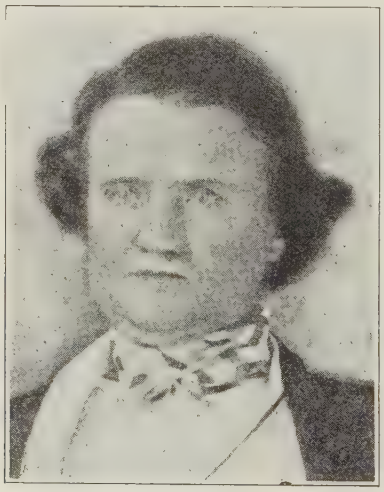
State of Missouri, County of Jackson:

Personally appeared before me, Joel P. Walker, one of the acting justices of the peace for said county, the within named, Abraham McClelland and took an oath to support the Constitution of the United States and the State of Missouri and to demean himself truly, faithfully and impartially, as judge of the County Court for the county of Jackson during his continuance in office. Sworn to before me this 18th day of May, 1827.

(Signed) JOEL P. WALKER,
Justice of the Peace.

Richard Fristoe and Henry Burris took the same oath before Abraham McClelland on the 21st day of May, 1827.

The court thus qualified, appointed Abraham McClelland president thereof, and Lilburn W. Boggs, Clerk, pro tempore. A new township named Harmony was organized at this term of court. The Presidential election in 1828 was held the first Monday in November, and Andrew Jackson was elected President of the United States.



SAMUEL C. OWENS.

CHAPTER XI

INDEPENDENCE

The Paradise of the border. The Athens of the "Great West." Unequalled in cities of its size. Its early settlers. Kentuckians, Virginians and Tennesseeans. A story of its name. Founded in 1827. Government patent not issued until 1843. Interesting instruments of record. The first patent right. Sale of lots. Building of first court house. First and second jail. Some early recollections. First school house, mill, etc. List of earliest settlers.

The early settlements of Jackson county necessarily gave some little history of Independence, but as in the scope intended in these volumes the history of Greater Kansas City will embrace Independence, it seems desirable to treat of the founding of the city and its current history for the two decades, 1820 to 1840, especially as it was chosen the county seat, therefore all events were known here as the center and from this center were disseminated to all parts of the county. There are very few inhabitants of Kansas City at this date, 100 years after the organization of Jackson county, and on the birthday eve of the centennial of the founding of Independence, but that will express their admiration for this, one of the most beautiful of all cities of its size, the just pride of our state, and in its earliest days the Athens of the "Great West." The historical writers were not playing upon words merely, when they pictured it the paradise which had arisen in a few years from the wilderness. When it was a half century old, a quotation from one of these writers seems to bring out its beauty in a concise, yet rounded form, therefore it is quoted: "Independence is one of the most beautiful cities in the Union; the large and elegant homes, the tall and branching shade trees, the smooth macadam streets, the large and beautiful court house, the commodious churches, the colleges and schools, the substantial business houses, the wealth and business enterprise and the moral and intellectual culture of the citizens, all conspire to make Independence the pride not only of those who reside within its immediate bounds, but of the state at large." He continues saying: "In speaking thus of this little city of Independence, we are at the same time aware that our noble state, Missouri, contains many other good towns, and that the fertile soil, the sunny skies, the fruitful seasons, the advantages of culture and the smiles of Providence are blessings enjoyed in every clime, but to the same extent and degree as found here exceedingly few examples can be cited. Independence is most emphatically one of Missouri's representative towns, but that it is in every particular a model we shall not pretend to maintain. However, it is much easier with Independence in mind to frame an ideal model, than taking most other cities of the same size for a basis." The writer endorses with the approval of the people who will make up the half million popula-

tion at the mouth of the Kaw, every line of the above, acknowledging he was once a sojourner in Independence, and sought this descriptive thought from an outsider to give it a historical and unprejudiced relation of what will some day be the beautiful surburb addition to "Greater Kansas City."

The great majority of the early settlers came from Kentucky and Tennessee, while some came from Virginia and other states. While there are many descendants of the early settlers still living, who will be ready next year to celebrate its centennial anniversary, to our knowledge there is not one who participated in the activities of its earliest days one hundred years ago.

A story has been told, and we have seen it in print, and give it here at this writing, as to the origin of the name, Independence. The name tells of the only skirmish with the Osage Indians during the war of 1812 to 1815, and is connected with the final stand made by General McCray and involves some of his own personal story. He was a young graduate of West Point during Madison's administration, and was an invited guest and attended one of the famous soirees at the White House in Washington. President Madison's wife was attracted to him, on account of his strict military bearing, and urged he be given an important military post in the West, where he could see active service. He was soon afterward sent to Fort Osage, and placed in command. A general uprising of the Indians, possibly in the first year of the war, in the vicinity, were for demolishing the fort. A council of war was held in the fort, resulting in a decision that the odds were so great they must retreat and make their way to Fort Cooper. When the opportunity came Mrs. McCray mounted her horse and awaited the order to make the dash for freedom. Finally General McCray gave the signal, the Indian word "puechee," which meant, 'Get out of the way, we are coming." This word was carried along the line in an impressive manner by the whole army, at the same time the signal to charge was given, and the meaning of the word was so forcibly impressed upon the Indians they broke and ran in great confusion. The troops immediately followed. The Indian trail they followed ran through Fire Prairie, up the spring branch, over the high wooded site of Independence. From there it branched off to the southwest on through the southern part of what is now Kansas City. McCray pursued with his infantry, and Major Sibley with his cavalry. Toward night the main body of the troops arrived at the high, broad plateau, where Independence is now situated, and went into camp. One of the camps was on the Pitcher farm not far from Swope Park. General McCray's headquarters was not far from the Big Spring on North Spring street. From the grounds of the present court house Major Sibley turned his guns to the west. When a courier brought in a report to McCray that the Indians were gone, he asked his wife to carry the news to Major Sibley. She rode to Sibley's camp and

dramatically announced: "We have gained our independence!" The McCrays stayed at the camp for five years, then moved to Cincinnati, remaining a short time, and returning to the West, settled at Lexington, Mo. There his daughter Flora married David Ward, who was one of the three commissioners appointed to select the location for the seat of justice for Jackson county. They rode over the county and coming upon the site of McCray's camp decided to fix there the seat of justice, and through the story handed down from the mother of Mrs. Ward, it was readily acceptable to all the commissioners when Mr. Ward suggested the name Independence.

In searching the records and clippings in the library at Kansas City, they have a copy of the original patent to the one hundred and sixty acres of land upon which Independence is situated, which was issued more than fifteen years after it was laid out, and upon the supposition the commissioners acted upon, that their certificate of appointment was all that was required to obtain title. When full title was perfected the final report of David Ward, Julius Emmons and John Bartleson to pre-empt 240 acres of land upon which to locate the county seat was made in March, 1827. The patent was issued May 12, 1843, signed by John Tyler. Some of the men who directed the affairs of the county and also in the town, have been mentioned. Few of this day remember the early history, although they have heard it told many times by the first settlers, or the pioneers at their many old settlers' meetings. They remember little about where it was first laid out, the establishment of the seat of justice for Jackson county, the building of the first court house and jail, the New Mexico trade, the Doniphan expedition, the gold excitement, and many more events, which marked its epochal periods in the first half of the nineteenth century.

There have been found sixteen springs of pure water on this original townsite, and with the Big Spring, only a block or two from the public square, certainly made it an ideal townsite.

Mr. Jacob Gregg had taken the census of the county the previous year, and Samuel Newton was appointed commissioner to number the lots of the orginal plat of Independence which was approved by the county court June 1, 1827. Mr. Newton's report gives interesting facts in connection with his report on lots, such as his own services were $1.00 per day. Whiskey 50c per gallon, and he charged the city 25 cents for the survey of each lot. He paid $1.50 for four quires of paper. In matters of labor and products of the soil prices were exceedinly low, but the articles of manufacture brought pretty good prices. Thirty-seven and one-half cents a quire for common writing paper, and twenty-five cents for two pasteboards, are among the prices enumerated in his report. The plat of Independence approved by the county court is herewith given:

County of Jackson, State of Missouri, to-wit:

County Court, Special Term, June 1, 1827.

"We, the undersigned justices of the county court of Jackson county, do approve of the within plat of the town of Independence, the seat of justice of this county, and direct the same to be deposited in the office of the recorder of the county for safe keeping.

Given under our hands and seals the day and date above written.

ABRAHAM McCLELLAND (LS)
HENRY BURRIS (LS)
RICHARD FRISTOE (SS)

Fifteen additions had been made to the original plat up to 1867.

SALE OF LOTS

Commissioner Newton made the first sale of lots in the town of Independence on the 9th, 10th and 11th days of July, 1827. There were sixty-two lots sold, and the highest priced lot was sold to Solomon G. Flournoy for $49.72, with Rowland Flournoy as security. Five of the lots were sold for $40.00 and over. Six were sold for $30.00 and over. Nine were sold for $20.00 and over. The remaining forty-two lots sold for $10.00 and over, and an additional name was given as security for each lot. Total amount of cash received for the sale of the lots was $374.57. They were sold partly on time, one-fourth of the amount paid down in cash.

L. W. Boggs, clerk, gave the receipt to Samuel Newton for the amount received for the lots. The receipt was signed by L. W. Boggs on August 6 as acting county treasurer.

The payments became due in July, August and later periods.

The following voucher shows the way the business was done in this receipt:

Received of Lewis Jones, commissioner of the seat of justice for Jackson county, two hundred and sixty-eight dollars and eighteen cents in specie and fifty dollars in United States paper; fifteen dollars in auditor's warrants, taken of L. W. Boggs, by order of the court; eighteen dollars in county warrants, payable to L. W. Boggs; paid S. C. Owens as county treasurer, eighteen dollars and ninety-two cents; also seven dollars and fifty cents, in two notes, one on Smith and the other on John Cornet, both to be charged to said John Smith, as the bidder of the public gaol; making in the whole, allowing said Lewis Jones, one-half per cent for collection, three hundred and six dollars and fifty-six cents. This second day of February, A. D. 1829.

SAMUEL C. OWENS,
Acting as County Treasurer.

EARLY PACK TRAIN FROM OLD FRANKLIN THROUGH INDEPENDENCE TO SANTA FE TRAIL, 1817 TO 1825.

FIRST INSTRUMENT OF RECORD.

Showing our patent rights men were wide awake and waiting to give one an opportunity to get in on the ground floor, the first instrument recorded in Jackson county is of special interest, deserving special mention. It was concerning a certain patent obtained by Anthony Bencine, of Greensboro, North Corolina, who for $500 sold the right for the counties of Lafayette, Ray, Clay and Jackson to R. and L. McCaskrie. It states it is for the improvement of grist mills, specifying that certain arrangement of burrs, spindles, etc., perfect accuracy in grinding can be had in such a manner as has never before been attained or used in the United States. These letters patent were issued to A. Bencine, by John Quincy Adams, President; Henry Clay, Secretary of State, and certified to by Wm. Wirth, Attorney General of the United States. The witnesses to the signature of A. Bencine were T. Early Strange and Peter Adams of North Carolina. The reader will take pleasure in reading these documents nearly one hundred years after they were signed by a President of the United States, and that Secretary whose name is revered by every Missourian, Henry Clay.

LETTERS PATENT

THE UNITED STATES OF AMERICA

To All to Whom These Letters Patent Shall Come

Whereas, Anthony Bencine, a citizen of the United States, hath alleged that he has invented a new and useful improvement in grist mills, which improvement, he states, has not been known or used before his application; hath oath that he doth verily believe that he is the true discoverer of the said improvement; hath paid into the treasury of the United States the sum of thirty dollars, delivered a receipt for the same, and presented a petition to the Secretary of State, signifying a desire of obtaining an exclusive property in said improvement, and praying that a patent may be granted for that purpose.

These are, therefore, to grant, according to law, to this said Anthony Bencine, his heirs, administrators or assigns, for the term of fourteen years from the sixteenth day of January, one thousand eight hundred and twenty-seven, the full and exclusive right and liberty of making, constructing, using and vending to others to be used the said improvement, a description whereof is given in the words of the said Anthony Bencine himself, in the schedule thereunto annexed, and is made a part of these presents.

In testimony whereof I have caused these letters to be made patent and the Seal of the United States to be hereunto affixed. Given under my hand at the City of Washington this sixteenth day of January, in the year of our Lord one thousand eight hundred and

twenty-seven and in the independence of the United States of America the fifty-first.

J. Q. ADAMS.
By the President,

H. CLAY, Secretary of State.
City of Washington, to-wit:

I do hereby certify that the foregoing letters patent were delivered to me on the sixteenth day of January, in the year of our Lord, one thousand eight hundred and twenty-seven, to be examined; that I have examined the same and find them conformable to the law, and I do hereby return the same to the Secretary of State within fifteen days from the date aforesaid, to-wit, on this sixteenth day of January, in the year aforesaid.

WM. WIRT,
Attorney-General of the United States.

The official record of the first Circuit Court of Jackson county, held by David Todd, at the house of John Young, March 29, 1827, is here given:

"At the court held for Jackson, at the house of John Young, the place appointed by law, organizing said county, on Thursday, the 29th day of March, 1827, being the first Thursday succeeding the fourth Monday in said month. Present the Hon. David Todd, judge, who produced his commission with his certificate of qualification thereon indorsed which is ordered to be recorded, and in these words, viz: 'To all who shall see these presents, greeting: Know ye, Alexander McNair, Governor of the State of Missouri, that reposing special trust and confidence in the integrity, learning and abilities of David Todd, Esq., I have nominated and by and with the consent of the Senate do hereby appoint him judge of the first judicial circuit in the State of Missouri, and do authorize and empower him to discharge the duties of said office, with all the powers, privileges, and emoluments to the same rights appertaining unto the said David Todd during good behavior, or until, or otherwise removed according to law.'

"'In testimony whereof, I have hereunto set my hand and caused the great seal of the State of Missouri to be affixed. Done at St. Charles, the 13th day of December, A. D. 1822, and in the independence of the United States the forty-seventh.

"A. McNAIR.

"By the Governor.
"WILLIAM G. PETTUS,
"Secretary of State."

The certificate of qualification of the judge is as follows:

"Be it remembered, that on the eighth day of February, One Thousand, Eight Hundred Twenty-Three, before Jonathan S. Findlay, Justice of the Peace, within and for the county of Howard, in the State

of Missouri, personally came David Todd, Esq., in the within commission named, who took before me the oath to support the Constitution of the United States, also to support the Constitution of the State of Missouri, and moreover the oath to demean himself faithfully, and to the best of his skill and abilities in the office of Judge of the First Judicial Circuit Court, in the State of Missouri, so long as he shall continue to exercise the duties of the same.

"Sworn and subscribed before me,

"J. S. FINDLAY,
"Justice of the Peace,
"Howard Co., Mo."

At the first session of the County Court, held May, 1827, near Mr. Ross' spring, southeast of town, Joel Walker acted as sheriff and L. W. Boggs as clerk.

The meeting of the Circuit Court was held in a log house opposite the old foundry. David Todd was judge and Samuel C. Owens, clerk.

About the first question to be agitated in a new county is the building of a court house, suitable for the wants of the county, with accommodations for the different courts' sessions, and the proper preservation of its records. During the summer this question was thoroughly discussed and at the September term, it was decided to erect a house and the order was entered on the records for building the first court house in Jackson county. It bears the date, September 3, 1827. "Ordered that there be erected a temporary court house in the town of Independence. That the Superintendent of Public Buildings be directed to cause to be erected on the northwest corner of lot fifty-nine, in the town of Independence, a hewed log house thirty-six feet in the clear in length, by eighteen feet in the clear in width, a partition of hewn logs so as to leave the large room twenty-two feet by eighteen and the small one eighteen by fourteen. One good story high, say nine feet between the joists and floor, roof to be of rafters and three foot boards, with a brick chimney built so as to have a fireplace in each room, with a rock foundation, with good puncheon floors below and a loft covered with planks and a sufficient number of hewn joist to each room. The foundation of the house to be laid on stone pillars with a sufficient number of doors and windows; say, one door in the large room and one through the partition, cracks chinked with seasoned short chinking and points outside and inside with lime mortar, with two twelve-light windows in the large room and one in the small room, the door shutters to be what is commonly called batton doors of walnut plank well seasoned, planed and neatly and strongly made. The door casing and window casing all to be of well seasoned walnut planed and window shutters to each window. And the Superintendent is authorized to supply and deficiency in the plan so as to make the building complete and fit for use, and make any alterations which may tend to lessen the exepenses of the county. This

court also orders the sum of one hundred and seventy-five dollars be appropiated to pay for said building, out of any money in the treasury from the sale of lots in the town of Independence."

A report bearing date February 4, 1828, explains the advertising and proposals and letting of the contract for building the first court house, and should be interesting at this time, as the present county court is preparing to erect the fifth and sixth court houses.

The superintendent of public buildings made the following report, which was read and ordered to be entered on the record:

To the Honorable, the Justices of the County Court of Jackson County:

"The Superintendent of public buildings for the county of Jackson reports that in pursuance of an order of said court to him directed at a special term of said Court on the 3rd day of September, 1827. Advertisements were published for receiving proposals for building a temporary court house in Independece, on the northwest corner of lot No. 59. Proposals were received until the 15th day of September last, on which day they were opened. The accompanying document will show what the proposals were, and whose proposal was accepted. The work has progressed with as much expedition as the season would admit, and the work as far as it has progressed, has been done in a workmanlike manner, and the balance of the work will be completed as soon as the weather will permit.

"The sum of forty dollars has been drawn and paid the undertaker. The bond and advertisement are herewith for the inspection of the Court. Respectfully

"L. W. BOGGS,
"Superintendent of Public Buildings.

"February 4, 1828."

The following proposals for the building the court house:

James Shepherd	$180.00
John Smith	190.00
S. V. Nolan	179.00
Archibald McCorkle	170.00
Harmon Gregg	190.00
James Lewis	175.00
David P. Lewis	150.00

Daniel P. Lewis being the lowest, was awarded the Contract.

The first jail was built in 1827, being constructed of hewn logs, ten to twelve inches in diameter. Over sixteen feet square and fifteen feet high, with two rooms, one above called the debtors' room, and the lower room, or dungeon, for criminals, floor of hewn logs securely fastened together. Very little light came through the small, grated window in the dungeon.

Staples with rings were attached to the logs for the purpose of fastening the shackles of desperate men. A stairway on the outside was the only way to enter the upper room of the jail. When in the

INDEPENDENCE, MO., IN 1840.

upper room, the lower room or dungeon was reached through a trap door, through which all prisoners must come to the dungeon. The history of the episodes in connection with this old jail, with the escapes of desperadoes, would make chapters for the sensational writers. It lasted some ten years or more but was finally burned by accident, ashes too near its walls. The second jail, built of brick, in 1841, still stands and is used as a calaboose by Independence. It is about 45 feet long and 18 feet wide, with a height of 30 feet. There are four rooms, two above and two below, with a hall and stairway between the north end of the building, both above and below, were lined with heavy, square timbers, driven full of twenty-penny nails. Not a square inch of surface, either in the wall or floor of these rooms are without these large nails, being driven into the square faced logs. The two rooms on the south are less firmly constructed, being intended for women. Connecting the upper and lower room on the north end is a heavy trap door, which would require considerable strength, even when unbolted, to lift it. Several prisoners escaped from this second jail. One cut through the timbers filled with nails and the outside brick wall and escaped. Another, a negro, with his pocket knife cut a hole through the door, removing the lock, and escaped in the daytime.

When the historians of the eighties visited this jail they were shown relics of implements used in the early days to confine the most unruly criminals. Among them, five large six-inch iron balls, with chain and shackle attached. After the completion of the third jail, the second was sold to a negro trader, who carried on the slave trade there for considerable time.

A runaway negro was placed in the old log jail one night for safe keeping, and his master, who resided in Lafayette county, came on to claim his property. The owner identified the fugitive, left him in care of the jailer, and retired to the hotel for the night. On the morrow he ordered the stage driven around to the jail to get the negro, but on entering, they were surprised to find him stone dead, and hanging by his neck so low that his knees touched the floor. He had managed to find a piece of rope, with which he had hanged himself.

The third and present jail was built in the year 1859, but this history may be written in a later chapter as there is some very interesting history of Independence in its earliest days, in connection with its start, under the great impetus given it as the first great western point, which encouraged and built up that wonderful trade with Santa Fe, New Mexico, leading ultimately to the great southwest trade fostered, encouraged and maintained for more than a quarter of a century.

Independence was not an incorporated town until the 20th day of July, 1849, so that its early history, with many scenes, and organization under the supervision of the county court, was its only

organized lawful body. Among its early sheriffs are noted, Joel Walker, the first; Joseph Brown, a lame man, who moved to the Platte Purchase, and Jacob Gregg was the third, and John King was the fourth. Gregg and King both were afterward sent as representatives to the legislature. Their fifth sheriff, Thos. H. Reynolds, also was the county representative in the State Legislature, and later served a term in the House of Representatives.

In 1834, there were two taverns, as they were called in those days; one kept by Wm. Layrence, on the site where the Merchants Hotel stands now, the other by Leonard H. Rennich, situated on the site of the City Hotel. Mr. Smallwood Noland succeeded Lawrence, and after the house burned, the 19th of February, 1845, erected the Merchants Hotel. Mr. E. P. West remodeled the building known as the City Hotel. This was once called the Twyman Hotel.

While Independence started with bright prospects to be the leading town of the border county of Missouri, and the centralization of the Santa Fe trade first made it the starting point for that which afterwards became the leading factor, in building a great city at the mouth of the Kaw, yet its growth was retarded by the early troubles with the Mormons' vision that it was the appointed spot for Zion. Notwithstanding these early troubles, it grew to be the central point, on the western border for outfitting for the great trek across the plains. The picture showing the Court House and square of 1930, with the covered wagons, and great teams of oxen and mules, brings vividly to the mind those early days.

This being the headquarters of the Commissioner of Indian affairs under the Government, there are many stories written of parties coming from the east to visit the Great American Desert, and to hunt the American bison.

Col. Henry Ellsworth, in 1832, with a party of travelers among them, Washington Irving, passed through on their visit to the Indian country. Irving, in writing to his sister, tells of his trip of nine days from St. Louis on horse back. His description of the beautiful prairies and noble forests dotted here and there by farms and log houses, at which he found rough, but wholesome fare, and civil treatment, is often quoted as a fine tribute of one of the earliest writers on Missouri history. He wrote of the extreme beauties of the prairies, "resembling cultivated countries, embellished with parks and groves, rather than the savage rudeness of the wilderness." Again he said: "Yesterday I was out on a deer hunt in the vicinity of this place (Independence) which led me through some scenery that only wanted a castle, or a gentleman's seat here and there interspersed to have equalled some of the most celebrated park scenery in England."

"The fertility of all this western country is truly astounding. The soil is like that of a garden, and the luxuriance and beauty of the forests exceeded any that I have seen. We have gradually been

advancing, however, toward rougher and rougher life, and are now at a little straggling frontier village that has been five years in existence. From hence, in the course of a day or two, we take our departure southwardly, and shall bid adieu to civilization, and encamp at night in our tents."

Independence is approached from the four points of the compass, at an elevation of 1,075 feet above the Atlantic ocean, and 338 feet above the level of the Missouri river, thus being the highest point between the two mountain ranges, should have a climate second to none on the continent.

Stone is found in abundance for building, and other purposes, and particularly fine for building its streets and roads.

Independence being an unincorporated town during these decades, from 1820 to 1840, there is some difficulty in attempting to write of it as a district municipality, and can only give the names of some of its early settlers and reminiscences, as recited by them at the old settlers meetings, or in some interviews that have been preserved to the present. Possibly Mr. James Wilson, who was born in Cooper county and came to Jackson in 1825, is first. He says in the history of Jackson county, 1881: "The first houses built west of the Little Blue were on the farm then owned by Messrs. Pugsley and Staples, three miles east of Independence. These two cabins were built by Andrew Wilson and Henry Burris, who was the first presiding judge of the county court. Wilson also built the first mill in the county.

"The earliest settlers were Andrew Wilson, Henry Burris, Jacob Gregg, Osborn, Stayton, Swearingen, Adams, Jeffreys, Chiles and others. The first post office in the county was established in Innependence in 1827; first marriage remembered was Joseph Moon to Betty Wilson; the first birth was Lucinda Wilson; first death remembered, John Wilson; first minister, Jacob Powell, a Baptist minister; the first physician was Flournoy; first lawyer, Judge Hicks; first teacher, Rev. William Ferrial, a Methodist minister. He taught in a pole cabin, dirt floor, covered with boards, being put on with weight poles, there being no nails to nail them. This was the first school I attended. Religious meetings were held at the cabins and groves. There were no churches until 1830. No Sunday Schools earlier than 1835.

"In those days the ladies made all the clothing by spinning and weaving cotton, wool and flax. This being the case, a young man's first thought was to get him a wife to make his clothes, for there were no clothing stores then. But when a young man gets married now he must have plenty of money to commence on. As to the hardships of pioneer life, I can not say that it was hard in Jackson county, there being plenty of deer, turkeys and other game, and also plenty of wild honey. As to money they needed but very little, as there was none of the unreasonable taxes and special interest collected as they

have now, and none of the large salaries to pay county officers that are now paid. There were a great many Indians passing through in those days, camping and hunting. There were also a good many wolves and snakes. As to the early settlers, I consider them all as good men as ever lived in any county."

Another pioneer settler relates his experience thus: "The life of the early settler was one of hard toil, with many disadvantages, inconveniences and hardships. The soil was rich and yielded abundant crops. Taking in view the implements used in the cultivation of the land, it was astonishing what wonderful crops were raised. All the work done on the farm was with oxen. The land was all ploughed with ox teams.

"All the hauling of timber, going to mill and market, and not infrequently to church, was done with oxen. The only farm work done with horses, was ploughing the corn crop and garden. Wheat was raised in the greatest abundance, and was tramped out on a dirt floor and cleaned by the wind, and ground in an old horse mill, and bolted by hand, that is by turning the bolt with one hand and feeding the flour in with the other.

"Mills in those days were very rude structures indeed, and very scarce. Sometimes a farmer would have to go ten or twelve miles to one of the rude specimens of a corn crusher, and have to remain on the ground three or four days before he could get his corn ground, frequently would have to go home without, and resort to the hominy mortar and grater for bread. The meal made at those mills, was anything but a good article. One man said he got some corn ground, and it was so coarse he planted some of it, and it came up. Saw mills were very scarce; demand for lumber could by no means be supplied. It was nothing uncommon to see the floor of a man's house laid with logs split open and hewn smooth with a broad axe. * * * The corn was cultivated with shovel plows, of their own manufacture. Every farmer did his own plow-socking (meaning sharpening) which was wonderful to behold.

"While men were engaged improving their farms, the women were engaged making cloth to clothe the family. Every farmer had some sheep, and every year planted a cotton patch. There were no carding machines, no cotton gins in the country for a number of years. The seed was picked out of the cotton by hand, and the wool was both carded and spun by hand, and woven into cloth; all this caused incessant labor, under the circumstances impossible to avoid. The hum of the spinning wheel and the noise of the loom could be heard in the farm houses almost the year round. But as time rolled on, the fruits of this toil began to be realized, for soon cotton jeans from the looms, and carding machines, and saw and grist mills began to spring up all over the country where necessity required them to lighten the burden of the people."

FIRST RAILWAY DEPOT WEST OF MISSISSIPPI RIVER, INDEPENDENCE AND WAYNE CITY RAILWAY, 1848-1852

The erection of school houses and churches had begun in earnest, when the first blight to Independence and Jackson county, which will be given in the following chapter, retarded its growth.

In closing the chapter, the following list of names are given as some of the early settlers of Independence and vicinity: James Lewis, Harmon Gregg, David P. Lewis, John Belcher, Wm. Baxter and several sons, Thos. Stayton and several sons, James Shepherd and eight sons, Aaron Overton, Daniel Monroe, Gan Johnson, William Yates, John Cornet, Williamson Hawkins, James Chambers, Robert Sloan, Jacob Gregg, John Davis, James King, John King, Daniel King, James King, Jr., Reuben Harris and several sons, Gabriel Fitzhugh, Solomon, John and George Fitzhugh, Mathias Reed, Bennett Hall, Col. Thos. Pilcher, Smallwood Noland, Smallwood V. Noland, Wm. and Stephen Noland, Joseph Braden and several sons. Lilburn W. Boggs, John Cook, Samuel C. Owens, John O. Agnew, James H. Solomon and Rowland Flournoy, Dr. Lawrence Flournoy, Robert Rickman, Garnet Hensley, John Smith, Richard Fristoe, Joseph H. Reynolds, Adam Hill, Hadley A. Head, Oliver Caldwell, James Smart, Lewis Franklin, Henry Rumerry, William and Joseph Moon, William B. Howard, B. F. Thompson, John G. Wood, Jeremiah Wood, Larkin Johnson, James Stallcup, Leonard H. Renick, John R. Swearingen, Russell Hicks, John W. Moodie, Reuben Wallace, Samuel Weston, Robert Weston, Richard McCarty, Richard B. Rees, Allen Chandler, John Parker, John McCoy, William McCoy, Alexander Todd, Major E. A. Hickman, Captain E. P. Hickman, Henry Noland (called Trusty Noland), Jesse Noland, son of "Trusty" Noland, was the first male child born in Jackson county. Lynchburg Adams, Willis Jepson, Andrew J. Drake, Willaim and James Drake, William Crabtree, Joseph Kirk, Wm. McGowan, Hugh Boyles, a Methodist preacher, and Hiram Meek.

James Lewis was an early settler and in the 80's lived six miles north of Independence; Honnore Gregg lived about 4 miles northeast of Independence; Daniel P. Lewis moved to the Platte Purchase and was County Court judge; John Betcher lived four miles northeast, also Wm. Baxter and Thos. Stayton and their families. Aaron Overton died in Texas many years ago. Daniel Monroe lived on bluff overlooking the river, three miles north of Independence. Gan Johnson lived three miles south, died many years ago. Williamson Hawkins lived six miles south of Independence; he was murdered about the year 1838, and the murderer was hanged at the county seat. John Davis lived southeast of Independence. He was a county judge in an early day. Gabriel Fitzhugh was a Baptist preacher and lived two miles west of Independence. The Flournoys were prominent men in the town and county. Col. Thos. Pitcher was prominent in the Mormon trouble. The Nolands and Pitchers were Kentuckians. Samuel C. Owens was a prominent merchant in Independence and for many years, clerk of the Circuit Court. He was one of the men killed in

Doniphan's raid. John O. Agnew was of Irish descent and one of the early merchants of Independence. Robert Rickman came from Tennessee and lived a highly respected citizen until his death, in 1880. John Smith was a Justice of the Peace; Adam Hill settled two miles west of Independence and was there in 1881. Joseph H. Reynolds was from Lincoln county, Kentucky, and came to Independence in 1834, and was living there in 1881. Major E. A. Hickman was from Kentucky, and for many years was one of the prominent citizens of Jackson county, once mayor of Independence. George Dickerson, Stephen Adams and Jabez Smith came from Virginia and brought with them 450 slaves. John F. McCauley went to San Francisco in the 80's. Robert Gwin, William McCormick and Doctor Armstrong came from Tennessee. Samuel C. Owens is said to be one of the first merchants of Independence. John Aull was his business partner, who was formerly from Lexington, Mo.

The flour mills of the early day were situated on the streams, and possibly the earliest in 1835, on the Little Blue, eight miles away, run by Michael Rice. Other mills were started later.

The outfitting of the traders for the plains, early called for the blacksmiths and wagon makers, and Robert Weston is mentioned as one of the first in that line. The Government gave much employment to the wagoners, but possibly the principal labor used in this early day around Independence, was the macadamizing of their streets.

The high elevation of Independence, said to be the highest point of land between the Alleghany and Rocky mountains, gives many beautiful building sites, and excels all other localities in the valleys of the Mississippi and Missouri in the salubrity of its climate, pure fresh air, a deterrant to miasma, and those diseases peculiar to low lands and flat prairies.

BIG SHOAL CHURCH, LIBERTY, MO.

CHAPTER XII

WESTPORT

Its settlement by Isaac McCoy, 1831. Laid out by son, John C. McCoy. Gradual breaking away from Independence. On the border land, natural stopping point for traders; concentrating point for the long trek. The goodby station. Desire for nearer boat landing, 1832. John C. McCoy opens first business house. Landed first cargo merchandise at Westport Landing. Sold out to Wm. M. Chick in 1836. Postoffice established in 1832. Dr. Johnston Lykins first postmaster. John C. McCoy the second. First named Shawnee. State road St. Louis to Westport, 1839. Some early firms. Wm. R. Bernard. Murder of Chavez, the rich Mexican. Trouble on Texas and New Mexico border. Rapid growth of Westport. General Fremont. Fremont's last trip 1853. Parkman. Kit Carson. Mr. Bernard's commercial transaction. Aubrey's death. Noted men.

While Independence was the first outfitting point for the most wonderful trade that sprang up in the twenties and early thirties, and the steamboats which stemmed the current of the Big Muddy first made their landing place at Wayne City, commonly known to river men as Independence Landing, and many thousands of tons of freight was discharged there for points in the west, even to Santa Fe, New Mexico, there gradually began to dawn in the minds of the traders and freighters, who had become accustomed to resting up on the high prairies some twelve miles out on their road, whether just getting straightened out for the long trek across the trackless American desert, or on their return from that long journey to rest up, and in cases of young men, who had not seen the girl they had left behind them for many long, weary months, they desired to shave, don their Sunday clothes and make the most respectable appearance possible when they did arrive, it was natural that a mutual meeting place, both for convenience of him who would speak his last good-bye, and anxious ones who would bid a loved one welcome home again, and hereabouts the departing ones, and the incoming ones created the first union station for Greater Kansas City. Independence was leaping forward with wonderful strides toward making the border city of what was then called the "Far West," and had it not been for the Mormon trouble, who may say the necessity of a Westport would have arisen for many years? There had been quite a rivalry in the landing of the steamboats at two different points on the Missouri river, the first one at Blue Mills, about six miles below Independence, soon became the favorite landing place for the boats, and here the exchange of the heavy tonnage of freight for the Santa Fe trade, from river wagons, became so thoroughly entrenched it was hard to move. Independence being the county seat and a much larger place than any of its competitors, was desirous of making a landing for the boats at the closest and most accessible point to her, and as the route

from Blue Mills to the starting point at Westport was 18 miles, there was a great incentive to shorten that distance, for a couple of miles with a heavily loaded wagon drawn by oxen, added an hour to each trip made to the landing and back. Under these conditions Independence made a strenuous effort to move the steamboat landing from Blue Mills to Wayne City, several miles up the river, and only four miles from Independence. The river front was paved with stone, and roads improved, yet in that day of bull whackers who were accustomed to starting from Blue Mills to be gone for six months or more without any knowledge of any change, when they returned, both the driver and the lead oxen would wind slowly down the road to Blue Mills. There were no time tables to be changed over night in those days. The steamboat captain had become accustomed in his monthly trip to land all Independence freight, which included Santa Fe and all western freight at Blue Mills. Every captain was his own general manager, and there was no committee appointed to wait on him, and explain to him the marvelous advantages of Wayne City landing over the Blue Mills. When the clerk of the boat, with invoices in hand, was ready to step upon the stage plank the moment deck hands, roustabouts, in a trot transfering the tons of freight touched the shore, and the mate, with previous orders, had those marked Independence, from the decks and hold of the boat to the shore, it would take more than an ordinary request to change the custom of that captain and his boat crew to loosen the great hawsers, pull in the heavy stage plank, and pull up the stream and make another landing at Wayne City. Changes were made so slowly in those days that the landing point continued at Blue Mills, and headquarters for outfitting at Independence, and under the rapidly growing trade experienced an era of rapid development and great prosperity.

This monopoly of the trade for Independence was allowed to continue until Westport presented to the Mexican traders superior accommodations nearer, where they could herd their teams on the prairies while awaiting the arrival of their goods at Blue Mills. The large numbers of them that thus stopped on the outskirts, naturally added an additional element to the growth and prosperity of Westport, and in a small way some enterprising traders began to meet these demands by offering inducements to outfitters at Westport, and thereby saving them the eighteen miles haul from Blue Mills, which meant in the round trip thirty-six miles.

The old Indian traders who had become engaged in the Mexican trade were the first to avail themselves of the advantages afforded by Westport.

Prior to 1822 the first expedition, the initiative movements which developed later into the Santa Fe trade, were conducted on foot or by pack trains on mules—and these were followed in 1824 and 1825 by

OLD HARRIS HOME, 1858, S. W. COR. WESTPORT AVENUE AND MAIN ST.

mixed trains partly of pack mules and partly of wagons. From 1826 on only wagons were used.

Properly the beginning of actual settlement at Westport was the year 1831 when the Reverend Isaac McCoy, a Baptist missionary to the Indians, entered a tract of government land, about four miles south of Chouteau's warehouse, on the road that led from Independence west to the plains. John C. McCoy, his son, the next year 1832, opened a store on this land, and the following year decided to plat the land, and began to build the town, naming it Westport, as it was to be the port of entry into the great western country. On this land was the deserted village of the "Sauk" or "Saukee" Indians, the last tribal habitation within the present limits of Kansas City. This village was abandoned in 1824. An old Indian trail from the Missouri river followed the ridge along Prospect avenue, then turning westward passing by what was known as the Big Cave spring, around which the traders and plainsmen gathered in the early days. In 1836 John C. McCoy became a surveyor for the government and sold his store to Wm. M. Chick. The old Cave spring was situated at the intersection of Charlotte street and Gillham road, just beyond 37th street, and was a famous camping place for all travelers. Two years before the platting of Westport, one of the first buildings erected near Westport was a school house built by the Mormons, the same being dedicated by their prophet, Joseph Smith. This school was built about one hundred yards northeast of the cave's mouth, and abandoned in 1833, when the Mormons left the country.

The government established a post office near the site of Westport in 1832, naming it Shawnee from the Shawnee Indian tribe near by, over in the territory. Dr. Johnston Lykins was the first postmaster, and John C. McCoy the second, who had the name changed to Westport. Mail was first carried from Independence to Westport on horse back, once a week. The government built a state road from St. Louis to Westport in 1839, and mail was then received twice a week by stage. Several mills were established in the vicinity, the principal one, a tread mill, was operated by Wm. Parish at a location on 33rd street and Cleveland avenue. Another was situated at the crossing of Westport and the Wornall road and Brush creek, and a third one on Indian creek near the state line, still standing. The keen vision of the Indian and Mexican traders centering around Westport were soon searching for an accessible landing point near the base of their new outfitting point, that would eliminate that heavy drive to Independence, Wayne City and Blue Mills, over very rough roads, and another great drawback was the fording of the Blue river, which was often impassable after heavy rains. Chouteau's warehouse, established first in 1821, but swept away in 1826, had been rebuilt and boats were then coming up to the new landing near the foot of Grand avenue.

John C. McCoy received his first stock of goods by the steamer John Hancock in 1832, and caused them to be landed in the woods above Chouteau's warehouse about the foot of Grand avenue. This was the first landing at what afterward became the Kansas City levee. Mr. McCoy, seeing the increased growth of his new trading post in 1833, laid off the ground adjacent to it into town lots. He may have had an idea that he was improving on his original plat, but the consensus of opinion of the people of Kansas City today is that there is great room for improvement in the surveying of Westport. In the days when Westport was first settled there were no Ingersoll watches, nor wrist watches for the ladies, and time was generally told by the shadow cast in the doorway, and there must have been many a late dinner in their old homes, on account of their houses being set at a diagonal with the compass. As the town grew we note a few of the first firms as Lucas & Kavanaugh, Capt. John A. Suter, A. G. Boone, a grandson of Daniel Boone, Street and Baker, Alfonda Van Biber, Messrs. W. G. and B. W. Ewing. Following Mr. McCoy's example other merchants ordered their goods to be landed at the French Settlement.

This at first had little effect on the French settlement, for their chief trade in furs came from distant points on the Missouri and its many tributaries, even from the headwaters and the Rocky Mountains. The Westport trade soon became larger and as the facilities for outfitting, the traders increased, so were they prepared to trade direct with the Indians who were coming to the town from the Kansas country. In the early days of Westport as a village it was located on a little stream running in a southeasterly direction, and fed by many springs. The main street, known as Westport avenue, where it crossed this stream known as Mill street was considered the central point of the village, and a mill was built on this stream at a very early day, and the first tavern was also located on this little rivulet, at or near the junction of Mill street, and on the north side of Westport avenue. This hostelry, as all others in that day in small villages, was the gathering place for hunters, trappers, traders, plainsmen, and every one in any way connected with the great Santa Fe trade, which was doubling annually, and while it was a little later, this first from which one of the most appalling stories is told of Westport's early days.

Mr. Wm. R. Bernard, long time resident of Westport, wrote an article for the Kansas State Historical Society in which he gives as clear an account of this first record of banditry ever recorded in the history of our border suburb. He says: "It is a well established historical fact that in the year 1843, there assembled at Westport a number of men saying they were going to Texas to fight the Mexicans. The rendezvous of this party was at the Yocum tavern, and after completing their preparations, they departed west-

BOONE'S GENERAL STORE—
AND SLAVE-MARKET—AT PENN ST.
AND WESTPORT AVE—BUILT, 1838.
A scene of much abolition
and pro-slavery
trouble.

ward on the Santa Fe Trail. Word had reached the borders of Missouri that Don Antonio Jose Chavez, a rich Mexican, was on his way to the Missouri river at Independence, to trade, and these men had determined to meet and rob him. They came upon Chavez in camp on the bank of the little stream generally known as the Little Arkansas river, in the present state of Kansas, killing him and robbing his train. It is said they got in booty besides other things, $34,000 in Mexican silver (a note later commenting on this says it did not exceed $10,000 or $12,000 in specie or bullion) and started on their return to Missouri with the booty. As the news had preceded Chavez that he was on his way to the Missouri with a great amount of money, so the information of the crime committed by these men preceded them on their return. They were met by a body of Jackson county citizens near Council Grove, Kansas, among whom was George Buchanan, sheriff of Jackson county, and some ten of their number captured, and a part of the money taken from Chavez was recovered. It might be added some of the party escaped, by reason of having left the main body. The crime having been committed in the Indian territory and not within the jurisdiction of Missouri, the robbers were turned over to the United States authorities and tried at St. Louis; three were hanged, and others received various sentences."

There was some foundation for the report that they were going to the upper Arkansas to fight Mexicans. It will be remembered the territory of Texas extended across what is now Colorado into Wyoming. Its eastern border extended from Red river due north to the south bank of the Arkansas, about opposite Dodge City, Kansas, thence up the river to a point where it crossed the Santa Fe trail, not a great distance from the city of Las Animas, Colorado, and caravans loading at Independence must perforce pass through territory claimed by both Texas and New Mexico.

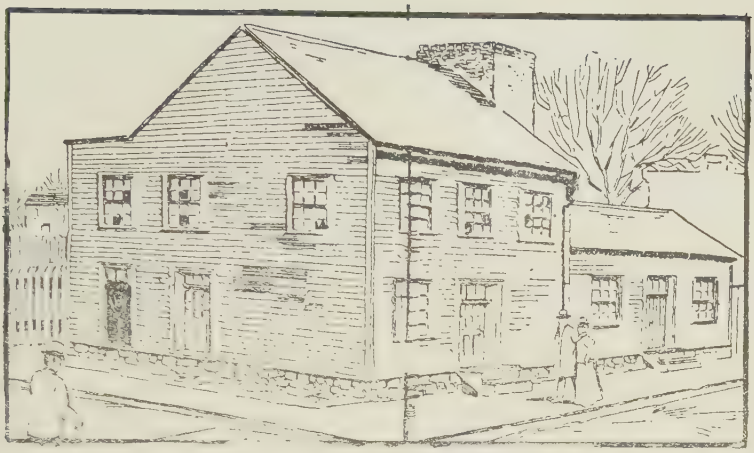
The United States government, to protect caravans from attack by the Texas people, would send United States troops to escort caravans from and to the Texas boundary, there to be met by the troops from New Mexico, who would protect them from that point. As this trade grew the caravans from Independence, augmented by others from Westport in the year 1843, were larger than usual, and after special request for escorts, the government ordered Captain Philip St. George Cooke to escort them safely to the Mexican border, which he did with four companies of dragoons, numbering about 200 men.

A body of Texas rangers under the command of Col. Jacob Snively was awaiting the caravans just inside the boundary of the United States on the upper Arkansas river. These parties being on United States soil, Captain Cooke promptly disarmed them, and brought about forty of their number back to the states. The traders were unharmed this year. In this year, 1843, the territory west of 100 degrees west longitude and south of the Arkansas river recognized

as belonging to Mexico, and as the boundary had not been surveyed, and the point whether either country should disregard the boundaries in discharge of their duties, was sufficient importance to be brought up in diplomatic correspondence between the two governments, and Texas being a free Republic, a three cornered controversy was imminent at any time, by the chasing of a wounded buffalo bull across an unknown line.

There was, in 1836, one factor which increased the interest in Westport of the whole western part of the state, and that was the opening of the Platte Purchase. So that large bodies of people who came up the Missouri river by steam boat, landing at what was then called "Westport landing," many perhaps undecided as to their future course, hesitating in the border town, until an opportunity presented itself, finally determined their course, the one for the long trek across the Great American Desert to Santa Fe or the other course, to the new Platte Purchase, to grow up with the new country, another wonderful expanse of Missouri territory destined to pour her trade in the future into our great metropolis at the mouth of the Kaw. Outfitting at Westport soon made a market for the whole country. Cattle, horses, mules, wagons, harness and everything pertaining to travel for those destined for the plains, and for the colonization and settling of the new country on the north of the river, all these were necessary and added unto them an ever increasing demand for farming utensils, implements, milling machinery, and everything needed at once, so that the stimulus soon overcame the capacity of a busy frontier town. Horses, mules and oxen were brought to Westport in great droves, from every part of the state, and other states. This outfiting business was a cash trade, and in connection with the opening of the new territory there was the removal of the Indians, from that territory into Kansas territory, with the ready cash the government was annually distributing among them in payment for their lands, another source of cash revenue to the merchants of Westport. These necessities and great demands soon made not only an outfitting station of Westport, but manufactures of every kind relating to transportation sprang up. Wagon makers were in great demand, for wagons were constructed on a great scale, of peculiar kind, the prairie schooner, especially adapted for the caravan trade. Harness, saddles, tents and wagon covers were made and sold in great quantities. Two or more firms were engaged in making yokes and bows for oxen. Even the trade in guns and gun furnishings became very extensive, for every new man taking his first trip across the plains, necessarily was equipped for bringing down his first buffalo, the great thriller of the trip, while the old plainsman never minimized the necessity of thus being equipped, when suddenly a band of Arapahoes or Cheyennes might attack at any point far out on the trackless desert.

Westport avenue was lined with outfitting houses from a point



OLD CITY HALL, WESTPORT.

FIRST PRESBYTERIAN CHURCH AT PENN & 40th STREETS. DEDICATED IN 1859.

east of Broadway to Mill street, and on Penn street, from Fortieth to Forty-second streets. Along in its busiest years a large factory was built on the main road leading south from Westport, at the crossing of the little stream, for the manufacture of candles. This is certainly historical to our generation, for many of them would not know what a candle is, as they touch the button producing the bright electric light produced from the tungsten wire. These were the only lights we had one hundred years ago, and not only that, but at that time there were no matches to strike, and yet the old candle lantern was quite welcome to a teamster, at night.

The old Harris House was a land-mark for many years in old Westport, the rendezvous for many expeditions in the forties and fifties, and among the many distinguished men, who enjoyed the hospitality of that old hostelry was Fremont, and while he is said to have outfitted his first expedition at the trading house of Cyprian Chouteau, some seven miles from Westport, near the Shawnee Manual Labor School, he no doubt visited at this old house. His first party was composed mostly of Frenchmen and Canadians, gathered up around St. Louis. Lucien Maxwell was hunter of the party, and Christopher (Kit) Carson was its guide.

Fremont's second expedition was organized at Westport, in 1843, and his men were largely Canadians. Lucien Maxwell was again hunter while Thomas Fitzpatrick was its guide. Later Kit Carson joined them and was with them to the end. Fremont's expeditions are known to the world, and appreciated wherever pluck and bravery are admired.

In October 1848, he resigned from the army, determined to make his home in California. As he had done on former occasions Fremont organized his traveling force at a point just across the line from Westport. Colonel Fremont and his wife, Jesse Benton Fremont, the accomplished daughter of Senator Thomas H. Benton, were guests at the Harris House.

Fremont started on this expedition October 19, 1848, determined to pursue a new course up the Arkansas river or some of its branches, crossing the mountains through a pass, unknown to him. This was his most disastrous expedition in many respects. He reached the Rocky Mountain range in winter, his guide became lost, one third of his men perished, and all his mules were destroyed, but with two-thirds of his men, he finally reached Taos, New Mexico. After recuperating there, continued his journey by the southern route.

Fremont returned to Missouri, in 1853, with the construction of a continental railroad in view. Senator Benton had this in view, when he prophesied a great city would some day be built at the mouth of the Kaw.

Fremont started from Westport in September of that year, passing up the river for 400 miles, then across to the Arkansas and up that

stream or one of its branches, and thence by routes of which he had no personal knowledge to the head of the San Joaquin valley in California. He reported an easy route along the thirty-eighth and thirty-ninth degrees of north latitude. This route, however, was not adopted by the government when the Union Pacific was built, nor did the Atchison, Topeka and Santa Fe adopt it. It was undoubtedly a more direct route, but through a much more mountainous region. The great Moffet Tunnel now being bored under some of the higher peaks of the Rocky mountains, will yet solve the problem, and vindicate the wisdom shown by Fremont as one of the greatest engineers of the nineteenth century. This was Fremont's fifth and last exploring expedition.

As Washington Irving made an early trip, in 1832, starting at Independence, with a description of it when it was a five-year-old village, so we have the description of Westport given by Francis Parkman, showing the transfer of the activities of the two towns, Independence, and Westport in her boastful pride, when she referred to Kansas City in a sneering way as Westport Landing.

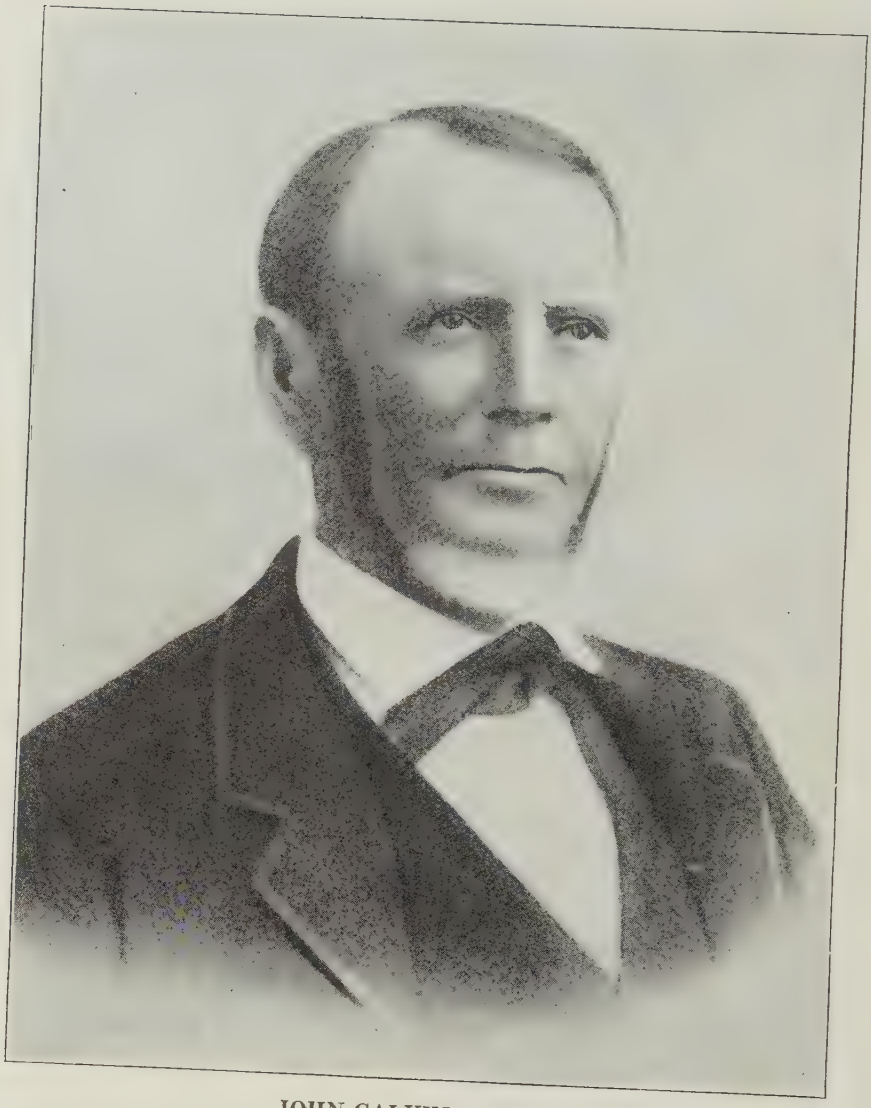
Francis Parkman, the historian, in May, 1846, landed at what was afterward called Wayne City, the nearest landing, and acknowledged landing for Independence, but made his way to Westport to organize and outfit for his western trip. He was in shape in a few days for a trip which led him to Fort Laramie, on the North Platte, thence to the Black Hills, and back to Laramie, and south to Pueblo, on the upper Arkansas river and thence back to Westport by the way of the Arkansas. The history of this trip has been preserved in a delightfully written book, known as "The Oregon Trail." He mentions the names of two of Westport's early pioneers, Louis Vogle and Col. Wm. Chick, the father of Joseph S. Chick, and W. H. Chick, many years in the National Bank of Kansas City.

Parkman gives a very vivid description of Westport as a typical border town in 1846: "Westport was full of Indians, whose little, shaggy ponies were tied by the dozen along the houses and fences. Sacs and Foxes, with shaved heads and painted faces; Shawnees and Delawares fluttering in calico frocks and turbans; Wyandottes dressed like white men, and a few wretched Kanzas wrapped in old blankets, were strolling about the streets or lounging in and out of the shops and houses." He also says: "Whiskey, by the way, circulates more freely in Westport than is altogether safe in a place where every man carries a loaded pistol in his pocket."

Maxwell, the hunter, and Kit Carson, the guide, were frequently seen on the streets of Westport, as well as Jim Bridges and other noted western mountaineers. Maxwell became a very rich man through grants obtained from the Mexican government. After his death, the Maxwell ranch, at the head of the Canadian river, became a great source of litigation in the courts of the United States.

REVEREND ISAAC McCOY

CHRISTIANA POLK McCOY



JOHN CALVIN McCOY

The year 1853 was a memorable year, in that the government that year determined to survey three different routes from the Mississippi to the Pacific ocean with the view of constructing the first continental railroad line. The first of these expeditions was to be surveyed across the northern route, starting from St. Paul and terminating at Puget Sound, the third from Fort Napoleon at the mouth of the Arkansas river, or more correctly Fort Smith on the western border of Arkansas; while the second in which the people of Westport were more directly interested, under the command of Captain John W. Gunnison, United States topographical engineers, rendezvoused at Westport. Most of their outfitting was done at Westport and members of the famous scouts, trappers and hunters joined this expedition. It is historically known that Captain Gunnison passed up the left bank of the Kansas river, visited Fort Riley, crossed there the Republican fork, and thence in a southwesterly direction crossed the other branches constituting the Kansas river, proceeding until he reached the Arkansas, in the vicinity of the present town of Larned, thence up the Arkansas river, through the Royal Gorge, and out into Utah. He was there murdered by the Indians, but the expedition continued under the command of another officer, Lieutenant E. G. Beckwith, who discovered a better route up the Huerfano. Much of the route surveyed by Captain Gunnison was afterward followed by the A. T. & S. F. Railroad. This road follows the Kansas on its right bank to Topeka, thence in a southwesterly direction, striking the Arkansas valley at Hutchinson, and passing through Great Bend, at a point selected by Captain Gunnison. A river and county in Colorado bear the name of Gunnison, in memory of that intrepid explorer. A great mining region was famous for a time and known as the Gunnison country.

Another expedition under command of Captain E. F. Beale left Westport in 1853. The party consisted of twelve riflemen, evidently wishing to try their skill on the greatest beast the American hunter ever brought down on American soil, the buffalo. These men followed the Santa Fe Trail first to Council Grove, then up the Arkansas, then to the mouth of the Huerfano, thence to the San Luis valley, and from that point on to the Pacific coast.

It was in the year 1848 that Mr. Bernard entered into partnership with Colonel A. C. Boone under the firm name of Boone & Bernard. Their place of business was on the north side of Westport avenue, second door from Penn street. They also had a warehouse on the river at the foot of Grand avenue. The firm prospered greatly. In 1848, gold was discovered at Sutter's mill in California, and the tide of emigration seeking to be in the first search for gold was immense. Large bodies of people from the United States, and all over the globe began to crowd the steam boats plying the Missouri river to Westport

Landing, then the most accessible point to the great overland trek to the far away "land of gold." Heretofore the bulk of the trade had gone to Independence, but with Boone and Bernard as leaders, and other leading merchants in Westport co-operating, they were doing everything possible to draw the trade from Independence to Westport. There was near them on the very border, the little village of New Santa Fe, in the southwestern part of Jackson county some twenty miles from Independence, but much less to Westport. In going to Independence from Santa Fe, the Big Blue river had to be crossed, and often it was high in the spring of the year, consequently much time was lost, in passing it. The road to Westport and Westport Landing led over the high ridge that divided the waters that flowed to the Big Blue on one hand and to Turkey creek and the Kansas on the other. With these natural advantages, a little later, Mr. Bernard did not recollect the exact date, a rich Mexican trader, Don Chavez, a brother to the one who had been murdered in 1843, was on his way to the Missouri river to trade, his destination being Independence. He was fearful of robbers and fortunately for the Westport trade, fell in with the noted scout and guide, F. X. Aubrey, who was also on his way to the Missouri. Aubrey and Bernard were friends, and he advised Chavez to come direct to the house of Boone & Bernard at Westport, and offered to protect him to that point. Chavez accepted his advice and proffered protection, and brought with him $100,000, in Mexican silver. The money was wrapped in bags of rawhide, sewed up when the hides were green, so when they dried up, the money was snugly secured. Silver at that time was worth a premium in New York, but Chavez had been so worried in reaching the Missouri that he told Mr. Bernard that if he would get him the face value in New York he was welcome to the premium. There was no express at that time from Westport to St. Louis and Colonel Boone advised against taking the money on account of the difficulty in disposing of it. Mr. Bernard, with his western energy and enterprise accepted the money and invited James Winchester, afterwards of the firm of Winchester and Piper, one of the great houses of Westport, to go with him. Mr. Winchester ever ready to entertain a good proposition when it involved an adventure, accepted the invitation. So the two loaded the money into a wagon at Westport and transported it to Westport Landing, carried it on board a steamer then in port, and guarded it night and day, until St. Louis was reached and the amount forwarded in exchange to New York. This was probably in the Spring of 1849, and Mr. Bernard through this transaction with Chavez more than any other, brought the Mexican trade to Westport, and later to Kansas City, and for this he gives F. X. Aubrey the credit. When Chavez returned to Santa Fe and told this transaction to Mexican traders that Mexican firms could meet every requirement at Westport, that fact, together with the advantage of a natural route, carried the trade

OLD HARRIS HOUSE Built in 1845. Stopping Place of Washington, Irving, Fremont, Grant and Others.

to Westport, to the injury of Independence. Within five or six years after Don Chavez' visit to Westport, the trade of that place had grown to enormous proportions. Wagon trains by the hundreds came to and left Westport during the year.

Mr. F. X. Aubrey was the first man to take a loaded train from the Missouri river to New Mexico in the winter. He was the discoverer of the third route to Santa Fe about 1849-50. Before this there were but two, namely, that by way of the Cimarron, and the other by way of the mountains, which was followed by the Santa Fe railroad at a later date. Aubrey's route crossed the Arkansas river below the mouth of the Big Sandy, not far from Big Timbers. The greatest distance without water on this route was thirty miles, while on the Cimarron route the greatest distance was sixty miles; however, the Aubrey road was not generally used.

Aubrey was an honest, simple minded man, true to friends but ever ready to resent an imputation against his honor, and as the story of how he was killed in Santa Fe by Major Richard H. Wightman, Mr. Bernard's account as furnished him by an eye witness is hereby given: "Prior to Aubrey's trip to California, Captain Wightman had been conducting a small paper at Santa Fe, and through its columns had cast some doubt upon the discovery of the new pass through the mountains to California claimed by Aubrey. Some time thereafter Aubrey returned to Santa Fe, and meeting Captain Wightman, the two adjourned to a neighboring saloon, in accordance with the custom of the time. Both men called for brandy. Aubrey raised his glass to his lips, and then putting it down said: 'What has become of your paper?' Wightman answered: 'Dead.' 'What killed it,' asked the other. 'Lack of support,' was the answer. 'The lie it told on me killed it,' said Aubrey. Without a word Wightman threw his glass of brandy into his opponent's face, and while blinded by its effects, stabbed him to death."

Mr. Bernard also knew Major Wightman, who after the above tragedy returned to Missouri. In speaking of the matter once Major Wightman told Mr. Bernard that he saw that Aubrey was angry, and was drawing his pistol, and that one or the other must be killed, and that he only struck to save his own life. Mr. Bernard has no doubt the reason given was both true and a good one.

At that period, and among such men, the accusation of lying was followed by a blow, frequently mortal. Major Wightman was an artillery officer during the Mexican War, and accompanied General Kearney's expedition from Fort Leavenworth to Santa Fe in 1846. He then went with Doniphan's expedition from Santa Fe to Chihuahua. He greatly distinguished himself at the battle of Sacramento Pass.

Colonel Wightman was killed August 10, 1861, at the battle of Wilson creek. He commanded a Missouri brigade of confederate infantry, and fell in seizing an advantageous position about the same

time General Lyon was killed. Senator Francis M. Cockrell commanded a company in Wightman's brigade.

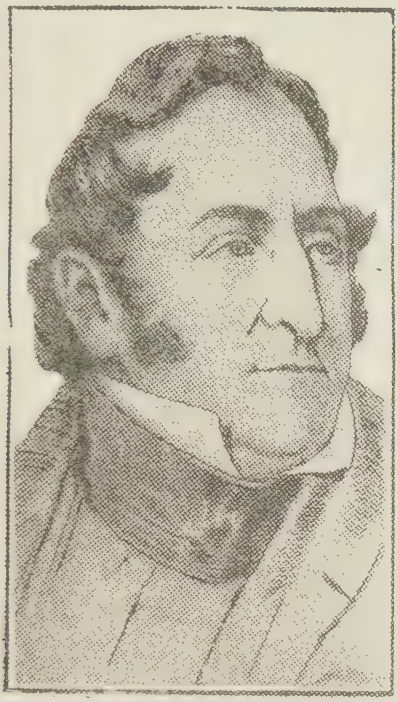
Mr. Bernard met many distinguished men of Missouri and of the nation in the early days of Old Westport, and among others he tells a story of a man of world-wide fame. Col. William Wing Loring, once colonel of the United States Mounted Rifles, was passing through Westport, and left his kit with Kearney & Bernard for safe keeping. It was placed in the basement, where it remained until the last year of the Civil war. Colonel Loring at the time he left it was a brigadier General in the Confederate army. Some federal soldiers were rumaging the basement, and found it, taking possession of the contents, which consisted of one or two sabres, shoulder straps, some moth-eaten uniforms, and a liquor case well filled. They confiscated the kit and contents, pronouncing the liquor excellent, after its several years of safe keeping in the basement. After the Civil war, General Loring entered the service of the Khedive of Egypt, and distinguished himself on the battle fields of the oldest country in the world, as he had done in the States and Mexico.

Mr. Bernard mentions General Albert Sydney Johnston, who commanded the U. S. troops sent to Utah before the Civil war, and afterward the distinguished Confederate general. Lieutenant J. E. B. Stewart, of the First Cavalry, became famous as a Confederate cavalry leader and general. His remembrance of the profound respect the traders, hunters and freighters had for the officers in the army, and the courtesy shown by the officers on their part, were of the most pleasant relations, as they met on the streets or in the lobby of the old Harris House. The army officers on the plains were not bound down by army red tape, and acted with promptness to meet any emergency that should arise, to protect the property and lives of the citizens.

Mr. Bernard enjoyed an intimate acquaintance of Thomas H. Benton, who often visited Westport, and usually was the guest of his first partner, Col. A. C. Boone. Senator Benton was thoroughly obsessed with the idea, then uppermost in his mind, of building a railroad to the Pacific, and in a speech in St. Louis, on the subject, he was interrupted by one of his hearers, calling out, "How will you get through the mountains?" Senator Benton replied: "It is an almost level road from Westport to the Rocky Mountains, a distance of about 600 miles, and when we get to the mountains we will get through some way." Again someone called out again, "But after you get to the mountains how will you get through?" Pointing to a liveryman in the audience, of large stature and well known habits, Senator Benton replied: "When we get to the mountains, if we can not get through any other way, we will get Bob O'Blemis to swear a

hole through." The laugh which followed, ended the difficulty of boring the mountains.

While Senator Benton made many visits to Westport, and the prophecy he uttered in regard to a great city some day being built at the mouth of the Kaw, from researches through many histories, there is still some doubt as to when this prophecy was made. The date is given in one of our late histories as May 4, 1854. While this account was given by Mrs. Johnston Lykins, she says it was in 1853 or 1854,



SENATOR THOMAS HART BENTON

and that it was in 1853 is corroborated by the fact General John C. Fremont was also present on the occasion of this visit to Mrs. Lykins, and as General Fremont made his last expedition, his fifth to California, in 1853, evidently that date was 1853, September 22, 1853 he left.

(Note—Benton's last visit to Kansas City was May 4, 1853.)

In transacting the business of the early days, little use was made of banks, in fact, there were no great banks west of St. Louis. Two branch banks had been opened in Independence. The merchant was known as a factor, and through these factors the trader bought his goods. The factor received the goods, and bought wagons and teams, that is a new trader, but if an old trader, what new wagons and extra teams necessary to make up the next caravan. He gave attention to the loading, to the way bills, and the bills of lading. He acted in the same capacity of a broker or banker, advancing such money as

the trader needed, until the receipts came from his venture. The receipts came first to the factor, who deducted his advances and charges, and turned the remainder over to the trader.

Mr. Bernard's recollection of the first great shipment of goods, consigned to Boone & Bernard, at Westport Landing was for the firm of Meservey & Webb, New England merchants, doing business at Santa Fe, New Mexico. As factors they engaged wagons and teams for transportation purposes. There were sixty-three wagons, each drawn by six yoke of oxen. The freight load of each wagon was about 6,000 pounds. John F. McCauley, of Independence, furnished the transportation, but it was loaded at Westport Landing.

In the early fifties, among the prominent business men of Westport, were Kearney & Bernard, A. G. Boone, J. M. and J. Hunter, Baker and Street, William Dillion, S. P. and W. H. Keller, S. C. Roby, J. G. Hamilton, F. Gallup, Fred Eslinger, Edward Price, Henry Sager, Francis Booth, J. Bucher, Anthony Richer, A. B. H. McGee and Louis Vogle. P. D. Elkins, father of Senator Elkins, of West Virginia; F. G. Ewing, freighter, and Coleman Smith, manufacturer of ox yokes. Henry F. Hereford and Joel B. Morris were the most prominent physicians. Park Lee was the principal lawyer in the place, and John J. Mastin was a law student. Scott and Boggs were the principal druggists and did a large business. A. M. Eisley had a bakery at the northeast corner of Mill street and Westport avenue. A bakery was a very important business at that time. It was patronized by the floating population, who had not the means to go to a hotel, such as traders, trappers, hunters and Indians. Eisley soon became independently wealthy, and built a two story stone building, probably the best then in town.

Another citizen worthy of mention was W. Bent, who had a trading-house on the Arkansas about thirty-five miles above the present site of Las Animas, Colorado. He was a man of unusual ability, and established a number of forts and trading-houses along the Arkansas, and south of it. One of the old forts built by him was at Fort Lyon, Colorado. These forts were all built after the same model, in the form of an oblong with a gate opening on the east, and an open court within. Rooms all opened into this court. At each corner was a tower with embrasures for artillery, generally built of sun dried bricks. Colonel Bent's wife was a Cheyene woman and, while they spent much of their life on the plains, several sons grew up in Westport.

CHAPTER XIII

THE MORMON INVASION

Three eventful years in Independence. Mobilization at St. Louis. Founded 1830 in New York. Father, Joseph Smith, Sr.; Joseph Smith, Jr., and brothers, Hiram and Samuel. Joseph, Jr., meets a "Heavenly Messenger." The New Faith. The Golden Plates. Hegira to Kirtland, Ohio, in January, 1831. Platte and Rigdon in Independence. Smith follows June, 1831. Citizens mass meeting. Resolutions presented Mormon leaders. Their refusal. Star office raided, and other unauthorized acts. Another mass meeting July 23, 1833. Agreement signed. Mormons dissatisfied with agreement. Appeal to Governor Dunklin. Decline to remove. Employ counsel. October 31st ten houses burned on Blue. November 2. Other acts. Trouble in Independence. Mormon families leave Independence. Future homes.

PART II

Sojourn in Clay county. Attempts at settlements. Arrival of Joseph Smith and new recruits. Negotiations and final removal from Clay county. Far west. Trouble at Gallatin. De Witt. Fight at Haun's Mill. Final surrender to General Lucas. Explusion from state. Joseph and Hiram escape. Brigham Young. Removal to Salt Lake 1846.

INDEPENDENCE

Independence was growing rapidly in the first decade of its pioneer life, a typical border town of a nineteenth century civilization, the stepping off place to that vast expanse of territory from the Missouri river to the Rocky Mountains, almost an unknown, unexplored wilderness, likened unto the terrors of the ancient mariners who dreaded the dumping off place, they expected Columbus to reach the edge of the world in the mysterious Atlantic, from which they never expected him to return. It is true a few, very few, courageous men had braved the terrors of the "Great American Desert," but the careful, the cautious, the true empire builders of our early pioneers joined the concensus of opinion of those men, who were seeking homes in the new State of Missouri, were of a very conservative character, for they expected to build such a civilization as would add glory when they should present their claims at the National Capitol in a manner that would command the respect of our older states, and secure for the new commonwealth that recognition due to a state that was soon to become one of the very few that should rank among the first in the Union.

THE UNPLEASANT SETTLERS

The county seat of Jackson county was but four years of age, having been settled by some of the first families of those southern states, Virginia, Kentucky and Tennessee, by their love of hospitality, which engendered the finer feelings which bound them in any common cause for the betterment of their community; for the advancement of their neighbors to that highest type of citizenship from which governors and other state officials of unquestioned honesty and integrity

might be chosen, when a turn came into their affairs which cast a shadow on their young, peaceful life, retarding their growth, which was many years in healing.

The history of Independence cannot be written without giving particular attention to what is commonly called "The Mormon War."

The three years of 1831, 1832 and 1833 in which this conflict raged have been dwelt upon by all writers of history, if they gave the full details, as if they delighted chronicling this the darkest blot on the life of one of the most beautiful little cities on the American continent, and as a true historian must give the activities through which a nation, state or city has passed, so whatsoever may be our likes or dislikes, these years will be treated from a historical standpoint briefly.

The Mormon pilgrims, according to what they believed was a divine call, began to concentrate their settlers in Jackson county in the year 1831; possibly a few as an advance guard came in 1830. Their first central point of mobilization, from the east, principally New York and Ohio, was at St. Louis, and from there came by steamboat, by wagon, and a few of the more unfortunate ones made their way on foot from St. Louis to Independence.

This sect or association was founded April 6, 1830, near Manchester, New York. The first society consisted of six persons: Joseph Smith, Sr., Joseph Smith, Jr., Hyram Smith and Samuel Smith, Oliver Cowdrey, and Joseph Knight. The Smiths last named were brothers and sons of Joseph Smith, Sr. Joseph Smith, Jr., was the author of the new faith, and therefore the prophet of Mormon history.

When a mere lad he attended a revival meeting, and through prayer sought a solution of the problem, as to which church he should join. In his history he states he was visited by a "heavenly messenger" who told him not to join any of the existing churches, as they were all wrong, and "their creeds an abomination in the sight of God," quite a sweeping statement, which if he ever attempted to promulgate it would necessarily meet the most obstinate resistance. He aimed to follow the admonition thus revealed, and formed with his five followers what he chose to name, the "Church of Jesus Christ of Latter Day Saints."

Joseph Smith, Jr., was born in Sharon, Windsor county, Vermont, December 23, 1805, and was therefore about twenty-five years of age when the Book of Mormon appeared. He was eighteen years of age when converted, and from which time he claimed "messengers" began to appear to him with "Divine Revelations." In the year 1826 this angelic or "Divine Messenger" revealed to him the information that in the hill Cumorah, not far from Manchester, were hidden certain golden plates, which he was to unearth and translate. These plates were found and exhumed in September, 1826, as represented by him,

"with a mighty display of celestial machinery" and were delivered by the angels to him. These plates were afterward translated by Joseph Smith, Oliver Cowdrey, a school master, and one Martin Harris, and published in the early part of 1830, as the "Book of Mormon." There is another account of how the "Book of Mormon" originated, that it was written as a romance giving an account of the American Indians in 1812 by a Mr. Solomon Spaulding, a retired preacher, and presented to Mr. Patterson, a bookseller in Pittsburg, Pa., for publication, together with a preface, representing it to have been taken from plates dug up in Ohio. Mr. Patterson did not think it advisable to publish it, but Sidney Rigdon, who was then working in Mr. Patterson's office, it is suggested, possibly came into possession of the manuscript, and though he did not appear in connection with it for some months, was afterward quite active in the bringing of Mormonism into existence.

There may be some unexplained mystery about the appearance of the "Book of Mormon," but Joseph Smith maintained his position as their prophet to the end. These plates, according to the claim of their followers, gave an account of the prehistoric inhabitants of the western hemisphere, and they had been deposited by the last historian of the pre-columbian Americans many centuries ago. On the plates were engraved "reformed Egyptian" characters, which, assisted by the special gift of God, he alone could translate. He claimed "John the Baptist" had conferred upon him the office of priesthood. In early May they administered the "Sacrament" and began the laying on of hands for the "Gift of the Holy Ghost," and on the 11th day of May Oliver Cowdrey preached the first sermon of the new faith, and before the close of the month they were claiming miracles were performed. At this particular time there was much religious excitement throughout the land, and the belief in the direct dealings of God with man, after the manner represented in Jewish ancient history, were easily acceptable. Even at this day the mass of the populace are ready to flock to a tent meeting, if there is any claim toward healing.

In August Parley P. Pratte and Sidney Rigdon appeared in the Mormon ranks and soon afterward Orson Platte. Several branches were organized in New York and Pennsylvania, and in the early part of 1831, presumably upon the invitation of Sidney Rigdon, who had organized a church in Kirtland, Ohio, Joseph Smith and family moved their quarters there in January, 1831. P. P. Pratte and other elders left Kirtland and went westward, and in four months reached Independence. In October, 1830, the society numbered about fifty and by June 1831, about two thousand.

Oliver Cowdrey in his first letter written from Missouri dated it May 7, 1831. "Kaw Township," Missouri, was the heading. Follow-

ing this letter Joseph Smith, and a company of the "Saints" left Kirtland, Ohio, in June, 1831, for Independence, Missouri, arriving there the middle of July, going by canal, boat and wagon to Cincinnati, Ohio; thence by steamboat to St. Louis, and from St. Louis, some traveled on foot to Independence, arriving there in advance of those who had waited at St. Louis for a steamboat, for this was the very beginning of passenger steamboats on the Missouri river. This was what the Mormons called their "Second Hegira," the first being from New York to Kirtland. Joseph Smith had previously announced in one of his "revelations" that they were to establish "Zion" in Missouri, and Pratte, Cowdrey and others had gone to Independence, and there is no wonder that they selected it as a fitting location to establish their "Zion," for they had gone to the very border land, and possibly not this side of Salt Lake could they have found a lovelier spot on which to build a modern Jerusalem, in which his "Saints" should prepare for the second coming of Christ. Upon the arrival of Joseph Smith, he pointed out the spot, the now famous "Temple Lot" in Independence as shown to all visitors. It was formally dedicated August 3, 1831. "On the second day of August I assisted the Coleville branch of the Church to lay the first log for a house as a foundation for Zion in Kaw township, twelve miles west of Independence." So wrote Joseph Smith to friends back east and this was probably known in after years as the Old Mormon school house, in the neighborhood of Westport. A steady influx of his followers came to Independence.

A printing press was bought in Cincinnati in the fall of 1831 and shipped to Independence, the first press in Jackson county. Paper was shipped from Wheeling, Virginia, in April, 1832, to be used in printing their monthly paper, the *"Evening and Morning Star,"* which made its first appearance in June, 1832, continuing as the first newspaper published in Jackson county regularly until destroyed by maddened citizens in 1833. A significant announcement in a circular was issued shortly before the first issue of this paper as follows: *"The Evening and Morning Star,* besides the secret of the Lord, which is now with them that fear Him, and the everlasting gospel, which must go to all nations, before the Holy One, shall stand upon the Mount of Olivet, and upon the mighty ocean, even the great deep, and upon the islands of the sea, and upon the land of Zion, to destroy the wicked with the brightness of his coming, will also contain whatever of truth, or information that can benefit the Saints of God temporally as well as spiritually against the politics, broils, or the gainsayings of the world. While some may say this paper is opposed to all combinations under whatever plausible character, others will know that it is for an eternal union whose maker and supporter is God; thus all must be as they are, inasmuch as they that plow iniquity and sow wickedness reap the same; but wisdom is justified of her children."

Top—The Pioneers. Center—Joseph Smith's Home, Palmyra, N. Y.
Bottom—The Hand-Car Emigrants in a Storm.

Joseph Smith was chosen president, at a general council held in Independence in April, 1832, and soon after he went east, leaving the affairs of the church in the hands of Bishop Edward Partridge, and Elders Phelps, Gilbert and others. Phelps & Company were the publishers of the paper, besides issuing some books, and a weekly called the Upper Missouri Advertiser.

The Mormons were increasing rapidly, and the citizens of Independence began to look upon them like Egyptians on the Israelites in the land of Goshen, realizing their rapidly increasing numbers that they would soon control their beautiful city, and the undertoned feeling manifested itself in a mass meeting of the citizens, about three hundred, held in the Independence court house on the 20th day of July, 1832, and after setting forth in their resolutions the causes of their discontent, closed with these declarations:

"And we do hereby most solemnly declare: That no Mormon shall in the future move into and settle in this county. That those that are here who will give a definite pledge of their intention, within a reasonable time, to remove out of the county, shall be allowed to remain unmolested until they have sufficient time to sell their property, and close their business without any material sacrifice. That the editor of the Star be required forthwith to close his office, etc. * * * That those who fail to comply with these be referred to those of their brethren who have the gift of divination and of unknown tongues, to inform them of the lots that await them."

Compliance with these terms being refused the people assembled, tore down the printing office, scattering the materials and paper on the ground, and took Bishop Partridge and a man named Charles Allen to the public square, where they stripped and tarred and feathered them. Mr. Gilbert, who was then connected with the store, agreed to close it, and the mob then dispersed until the 23rd.

On the 23rd of July this convention again convened in the court house and a committee was appointed to confer with the Mormon leaders. They met Messrs. Phelps, Partridge, Gilbert, Covel, Whitmer and Morley, leading members of the sect. These committees entered into an agreement to the effect that Oliver Cowdrey, W. W. Phelps, William McLellin, Edward Partridge, Lyman Wright, Simon Carter, Peter and John Whitmer and Harvey Whitlock were to remove from the county, on or before January 1, 1834, and were to use their influence to secure the removal of all the Saints, one-half by January 1st, the other by April 1, 1834. John Corril and Algernon Gilbert were to be allowed to remain as agents, to settle up the business of those remaining. The Star was not again to be published, nor any other press set up in the county. Mr. Phelps and Mr. Partridge, if their families removed by January 1, were to be allowed to come and go in settling up their business. The committee of citizens pledged themselves to use their influence to see that no violence was to be

used against the Saints while compliance with the agreement was being observed. This agreement was reported and unanimously adopted by the citizens' meeting, and the minutes signed by the chairman, Richard Simpson, and the secretaries, S. D. Lucas and J. H. Flournoy.

The Mormons were dissatisfied with the agreement they had signed as if it were under protest, and in the following September appointed Orson Hyde and W. W. Phelps to present the grievances to Governor Dunklin at Jefferson City, asking for protection.

GOVERNOR DUNKLIN

They prepared and presented on October 8 a long memorial setting forth a list of grievances, wrongs and intimidations which they had suffered at the hands of the people of Jackson county. After the return of the attorney general from a short absence, Governor Dunklin on the 19th of October replied to their memorial, and his decision led the Mormon leaders to rely upon him for protection. He denied the right of any citizens to take into their own hands the redress of their grievances, and recommended the Mormons to appeal to the civil courts by affidavit and legal process for redress of the wrongs complained of and promised them a faithful enforcement of the law. In pursuance of this action of the Governor the leaders resolved not to abide by the agreement made with the people in July. The preparations which had begun for their removal from the county were stopped and their leaders engaged Messrs. Wood, Reese, Doniphan and Atchison to defend them. Again the citizens were aroused, and while the Mormons had not so violated the law as to enable prosecution by legal process, yet the situation was extraordinary, and their safety depended solely upon the expulsion of the Mormons from the county by force, and preparations were begun at once.

On the 31st of October a party of some forty to fifty armed men visited a settlement of Mormons on the Big Blue, destroyed ten houses and whipped a number of the men. On the 1st of November another party visited a settlement about twelve miles west of Independence, where Parley P. Pratte had assembled a force of about sixty men, and had encamped for the night, and put out guards. One of the guards named Harris and another named Johnson, met with Pratte and in the encounter which followed, Pratte was knocked down with a musket. Pratte's party then captured the two guards, detaining them over night. This same night houses were attacked with stones in Independence, doors broken down, etc. Part of A. S. Gilbert's house was torn down, and the doors of the store were broken, and the goods scattered in the street. Other Mormon settlements were visited, and great anxiety for the women and children was felt, as the men had fled, but no harm was done to them. The next day, November 2nd, all

the Independence Mormons, numbering some thirty families, left town and gathered together for protection. The same day another house on the Big Blue was unroofed, and another settlement six miles from Independence was attacked. The next day, November 3, Joshua Lewis, Hiram Page and two other Mormons went to Lexington to ask protection through the circuit court, which was refused, while others applied to Justice of the Peace Silvers at Independence with like result.

A number of citizens visited the Mormons at this time, advising them to leave the county, as the people were so incensed at them their lives were in danger. This was Sunday, and a rumor had spread among the Mormons that a general massacre was impending for Monday. On Monday the citizens collected and took possession of a ferry belonging to the Mormons which crossed the Blue river, but they soon abandoned it, and gathered at Wilson's store, one mile west of the ferry. A party of about thirty Mormons from an adjacent settlement started to help those on the Blue, but hearing of the assembling of the citizens at the store, they fled through the corn field, being pursued by the citizens. Later in the day a party of about thirty Mormons arrived from the Pratte settlement on the prairie where Pratte had encountered the guards a few nights before, and between them and the citizens, possibly the first real fight occurred, in which Hugh L. Brozeal and Thomas Linville of the citizens were killled, and a Mormon named Barber was fatally wounded. This being the first actual conflict, caused the greatest excitement throughout the county.

The same day Richard McCarty caused Gilbert and Whitney to be arrested for assaulting him Saturday night, and for causing his arrest and attempting to prosecute him afterward. Samuel C. Owens the popular clerk of the Circuit Court, advised Gilbert and Whitney to go to jail as a means of protection, and they, together with W. E. McLellin, a Mr. Covill and Morley, and one other Mormon took his advice. During the night Gilbert, Covill and Morley were taken out for the purpose of an interview with their fellow Mormons, but on being returned the next morning were fired upon by a party of six or seven citizens, Covill and Morley ran and escaped, but Gilbert was detained by the sheriff. The others were released the next morning.

The excitement produced by the fight near Wilson's store, had spread to all parts of the country, so that by November 5th, the greatly exaggerated rumors by both sides caused the gathering of the citizens by hundreds from all parts of the country; the Mormons. too, were rallying, one hundred of them collecting about one mile west of Independence. They halted there, waiting to learn the condition of affairs. They were informed the militia had been ordered out for their protection, and Colonel Pitcher was in command. Upon application to this officer the Mormons were told that there was no alternative, they must leave the country forthwith, and deliver into Colonel

Pitcher's hands certain ones of their number to be tried for murder, and to give up their arms. To these demands they yielded. About fifty guns of all sorts were surrendered; the men present accused of being in the skirmish the evening before, were given up for trial, and after being kept in durance for a day and night, Colonel Pitcher took them into a corn field nearby, and said to them, "Clear out."

Following this event, small parties of citizens went over the county warning the Mormons to leave, wherever they were found, and frequently using violence with the men when any of them were caught. This was continued by the infuriated citizens until the Mormons had fled from the county. They attempted to find refuge in adjoining counties, but Clay was the only one that would receive them.

While this was considered the end of Mormonism in Jackson county, it was very far from the end of Mormon trouble in other parts of the state. They had employed the best legal talent obtainable at that time in the state of Missouri, and through the influence of these attorneys, and in the absence of such open violations of law, as would warrant legal expulsion from the country, they were able to impress Governor Dunklin with the idea that they were then the victims of a ruffian mob, and were being persecuted on account of their religion. Hence for several years afterward there was a sort of support given them by the Governor, which although insufficient to reinstate them in Jackson county, was sufficient to inspire them with the hope, and caused them to expect, and to some extent propose to return. This kept up the trouble.

Subsequent events tend to show whether an infuriated people was justifiable in employing violence to rid themselves of what was termed an obnoxious sect, the members which claimed protection under the laws of the state of Missouri, which will be recorded here for the judgement of the reader to uphold or condemn the actions, which the historian has aimed to give as nearly correct as data is available.

As has been stated above, the Mormons were not received in the adjoining counties with any such welcome as would invite them to make any permanent settlement, with the exception of Clay county. They settled in Clay, Ray, Carroll, Caldwell and Davies counties, and the trouble followed them after they became strong and prosperous, and with the same complaints, as were held against them in Jackson county, correspondingly arrogant and unbearable. They centered their forces at "Far West" in Caldwell county and are said to have taken political possession of Davies county.

In 1838 they were finally expelled from the state by Governor Lilburn W. Boggs, who was one of the leading citizens of Independence during the turbulent years of their sojourn in Jackson county, and a part of the time was Lieutenant Governor of the state. On the 6th day of May, 1842, an attempt was made to assassinate Governor Boggs while sitting in his home at Independence.

Top—Marching to Deliverance of Zion. Center—Passing Through Iowa.
Bottom—The Exodus From Nauvoo, Starting for Salt Lake, 1846.

To one who wishes to follow the fortunes of the Mormon people, after their expulsion from Missouri and afterward Illinois and eight years afterward in 1846, made their final settlement in Salt Lake City, Utah, there were many interesting, and available histories written about this wonderful people, covering now one hundred years, but for our purpose a few brief sketches will suffice to present the salient facts concerning them in Jackson county and the state of Missouri.

PART II.

Their efforts to return to Jackson county were not abated for some years, in fact so long as Governor Daniel Dunklin was at the head of the state. On November 21st, through the Attorney General, R. W. Wells, the Governor made inquiries, in regard to the condition of affairs of some of the Mormon leaders and suggesting a court of inquiry be held that he might ascertain the unprejudiced facts on the situation. In reply Mr. Gilbert wrote, on November 29th, giving the following reasons why a "Court of Inquiry" could not be held:

"Our Church is scattered in every direction; some in Van Buren; a part in this county (Clay) and a part in Lafayette, Ray, etc. Some of our principal witnesses would be women and children and while the rage of the mob continues, it would be impossible to gather them in safety at Independence. And that Your Excellency may know of the unabating fury with which the last remnant of our people remaining in that county are pursued at this time, I here state, that a few families, perhaps fifteen to twenty, who settled themselves on the prairie more than two years ago, about fifteen miles from the county seat of Jackson county, and had hoped from the obsecurity of their location, that they might escape the vengeance of the enemy through the winter, consequently, they remained on their plantations, receiving occasionally a few individual threats, till last Sunday, when a mob made their appearance among them; some with pistols cocked and presented to their breasts, commanding them to leave the county in three days, or they would tear their houses down over their heads, etc. * * *

"An immediate Court of Inquiry called while our people are thus situated would give our enemies a decided advantage in point of testimony, while they are in possession of their homes, and ours also, with no enemy in the county to molest or make them afraid."

This letter was read and concurred in by Mr. Reese. Those people threatened on the 24th, as stated by M. Gilbert, fled into Clay county, and encamped on the Missouri river.

December 6th, an additional memorial of facts and petition for aid was sent to Governor Dunklin, setting forth the facts of their disposition, and signed by six of the elders of the Church. A letter accompanying the petition also informing his Excellency of wish and

intention of the Saints to return to their homes, if assured of safety and protection.

On Monday, December 4th, four families, living near Independence, whose age and penury prevented their removal in haste, were driven from their homes, the chimneys of their houses were thrown down, and the doors and windows destroyed. Two of these men were named Miller and Jones, Mr. Miller being sixty-five years old and the youngest of the four.

A Court of Inquiry was held in Liberty, Clay county, during December, which resulted in the arrest of Colonel Pitcher for driving the Saints or Mormons from Jackson county, and held for trial by court martial.

Mr. Gilbert wrote a letter to the Governor, from Liberty, January 9, 1834, submitting for consideration the idea of the Saints making the endeavor to purchase the property of a number of the most violent opposers, if such effort would be satisfactory, and help to solve the problem peaceably.

Governor Dunklin replied to the memorials and petitions of the Saints in a friendly manner, avowing his desire and design to enforce the civil law, and if practicable to reinstate those unlawfully dispossessed of their homes. Two clauses in this letter indicates something in reference to the peculiar animus of the population. He wrote: "Your case is certainly an emergent one, and the consequences as important to your society, as if the war had been urged against the whole state; yet the public has no other interest in it, than that the laws be faithfully executed. Thus far, I presume, the whole community feels a deep interest, for that which is the case of the Mormons today may be the case of the Catholics tomorrow, and after them any other sect, that may become obnoxious to a majority of the people, in any other section of the state. So far as the faithful execution of the laws is concerned, the Executive is disposed to do everything consistent with the means furnished him by the legislature, and I think I may safely say of the judiciary. As now advised, I am of the opinion, that a military guard will be necessary to protect the state witnesses and officers of the court, and to assist in the execution of its orders while sitting in Jackson county."

An order was sent by the same mail from the Governor directing the Captain of the Liberty Blues, a military organization, to comply with the requisition of the circuit attorney in the progress of the trials that might ensue. This letter was dated February 4, 1834. Messrs. Phelps and Partridge instituted suits, in proper courts of Jackson county, and a dozen or so witnesses of the brethren were subpoenaed to attend the court. On February 23rd, these witnesses were met at Everett's ferry by the Liberty Blues, fifty strong, commanded by Captain Atchison, to guard them into Jackson county. They crossed the river and encamped about a mile from it. From

reports brought into camp by scouts sent out, Captain Atchison sent an order to Captain Allen for two hundred drafted militia, and to Liberty for ammunition. The next day the party reached Independence, where the witnesses met the District Attorney, Mr. Reese, and the Attorney General, Mr. Wells, and from them it was ascertained that all prospects for any criminal prosecution was at end. Mr. Wells had been instructed by the Governor to investigate "as far as possible," the outrages in Jackson county, but the determined opposition presented to the enforcement of the law, by those who had driven the Mormons out, prevented the performance of executive duty. The judge discharged Captain Atchison and his company of "Blues," stating their services were not needed, and that officer marched out of town with the witnesses under guard, to the tune of "Yankee Doodle."

While this was transpiring the people of the county were picking up Mormons here and there, who had been overlooked. One old man nearly seventy, named Lindsey, had his house torn down, his goods, corn and everything fired, but his son saved it, or part of it after the perpetrators left. Lyman Leonard returned from Van Buren county, was dragged from his horse, beaten and left for dead, but revived. Josiah Summer and Barnet Cole were severely beaten at the same time.

On March 31, 1834, Ira R. Willis went over from Clay county, into Jackson county looking for a stray cow. While at the house of Justice Manship making proof to the ownership of the cow, he was set upon and cruelly whipped. These examples, no doubt, could be extended to fill a chapter, but these should show the continued ill-feeling of the citizens of Jackson county toward the Mormons.

April 10, 1834, a memorial petition was sent to the President at Washington, by the Mormons, which was referred to the War Department, and the Department declined to interfere. This reply was dated May 2, 1834, and signed by Lewis Cass, then Secretary of War, and for whom Cass county was named. The same day Governor Dunklin wrote to Messrs. Phelps and others that the Court of Inquiry, before which Colonel Pitcher was to answer, had decided that the demand of the arms of the Saints on November 5, 1833, was improper, and an order had been sent to Colonel Lucas to return them. The order called for 52 guns and one pistol received by Colonel Pitcher from the Mormons on above date but for various reasons so far as the researches were made, there has not been found any record that these arms were ever returned.

While these negotiations were pending in Missouri, Joseph Smith, Frederick Smith, Frederick Williams and others had recruited about 150 new converts to their faith back in Ohio, and were ready to move to Missouri and on April 24, 1824, informed Governor Dunklin of their intentions, asking for the restoration of their arms and homes. On

June 5, 1834, Mr. Gilbert notified the Governor, in accordance with the opinion of Mr. Reese, District Attorney, that this company was about at their journey's end, and requesting an escort to bring them into the state. June 6th, the Governor replied, directing his letter to Colonel J. Thornton, from which the following extracts are taken: "Dear sir: I was pleased at the reception of yours, concurred in by Messrs. Reese, Atchison and Doniphan on the subject of Mormon difficulties. * * * A more clear and indisputable right does not exist, that the Mormon people, who were expelled from their homes in Jackson county to return and live on their lands, and if they can not be persuaded to give up that right, or to qualify it, my course, as the chief executive officer of the state, is a plain one. The Constitution of the United States declares: 'That the citizens of each state shall be entitled to all privileges and immunities of citizens in the several states.' Then we cannot interdict any people, who have a political franchise in the United States from immigrating to this state, nor from choosing what part of the state they will settle in, provided they do not trespass on the property and rights of others. * * * And again our Constitution says: 'That all men have a natural and indefeasible right to worship Almighty God according to the dictates of their own conscience.' I am fully persuaded that the eccentricities of the religious opinions and practices of the Mormons, is at the bottom of the outrages committed against them. They have the right constitutionally guaranteed to them, and it is indefeasible to believe, that they may worship Joe Smith as a man, an angel, or even as the true living God, and to call their habitation Zion, the Holy Land or even Heaven itself. Indeed, there is nothing so absurd or ridiculous, that they have not a right to adopt as their religion, so that in its exercise they do not interfere with the rights of others. * * * I consider it the duty of every good citizen of Jackson and the adjoining counties, to exert themselves to effect a compromise of these difficulties, and were I assured I would not have to act in my official capacity in the affair, I would visit the parties in person, and exert myself to the uttermost to settle it. My first advice to the Mormons to sell out their lands in Jackson county, and to settle somewhere else, where they could live in peace, if they could get a fair price for them, and reasonable damage for injuries received. If this failed I would try the citizens, and advise to meet and rescind their illegal resolves of last summer, and agree to conform to the laws in every particular, in respect to the Mormons. If both these fail, I would then advise the plan you have suggested, for each party to take separate territory, and confine their numbers within their respective limits, with the exception of the public right of ingress and egress upon the public highway. If all these fail then the simple question of legal right would have to settle it. It is this last I am afraid shall have to conform my action in the end, and hence the necessity of keeping myself in the

best situation to do my duty impartially." The Governor appointed Colonel Thorton as an aid to the commander-in-chief.

June 10th, Judge John F. Ryland wrote Mr. Gilbert from Richmond to call the Mormons together at Liberty on Monday, the 16th, to meet him and a deputation of some of the most respectable citizens of Jackson county, wherein he hoped to compromise the question, but dreaded the consequences if he failed in his purpose.

About eight hundred Mormons assembled at the court house, where they met the Judge and deputation from Jackson county, headed by Samuel C. Owens and nine others, who submitted the following proposition; "That they would purchase lands and improvements from the Mormons, at a valuation to be fixed by arbitrators, to be agreed upon by the parties; that when these arbitrators should have been chosen, twelve of the Mormons should be permitted to go with the arbitrators to point out the lands and improvements to be valued, the people of the county guaranteeing their safety while so doing; that when these should have fixed such valuation, the people of Jackson county would pay the same, with one hundred per cent added thereto, within thirty days after said report. That upon said payments so made, the Mormons should execute deeds for the lands, and make no effort ever after to settle as a community or as individuals within the county. Both parties to enter into bonds to keep terms of the agreement when made."

A counter prosposition was made that the Mormons should buy all the lands including the public improvements of the citizens, upon the same terms, payment to be made in thirty days. In our day this is what is termed a "give or take proposition." The proposition was read and urged by Mr. Owens and opposed by Colonel Doniphan. Reverend Riley, of the Baptist church, urged the expulsion of the Mormons, stating they had lived long enough in Clay county and must either "clear out or be cleared out."

Mr. Turnham, the chairman of the meeting, answered this speech, counseling moderation, saying among other things. "Let us be republicans; let us honor our country, and not disgrace it like Jackson county. For God's sake, don't disfranchise or drive away the Mormons. They are better citizens than many of the old inhabitants." This expression was endorsed by Colonel Doniphan, and in the excitement which ensued a man by the name of Calvert stabbed a man named Wales, when someone shouted in the court room, "A man stabbed!" broke up the meeting.

Phelps and the leading Mormons said they were not authorized to reply to the proposition, but would make an answer the following Saturday or Monday through Judge Turnham, assuring Mr. Owens and the delegation there was no design to open hostilities on the people of Jackson county. They further pledged themselves to prevent any of their people coming from the east from entering Jackson county.

June 21, 1834, Phelps and Gilbert submitted their reply, that they could not accede to the proposition. By this meeting the immediate conflict seemed to be averted, and the Jackson county committee returned home by the way of the ferry then landing at Wayne City. The boat was taken over to them, and ten or twelve men with their horses boarded it. When about mid-way of the stream, the boat filled with water and sank, men, horses and all went down together. George Bradbury, David Lynch and James Campbell were drowned. S. V. Noland could not swim, but catching hold of his horse's tail was pulled safely to the Jackson county shore. Samuel C. Owens and Thomas Harrington clung to the wreck of the boat, and floated down a mile to a sand-bar, when Mr. Owens divested himself of all surplus clothes and swam safely to the shore, making his way to the main road by a cowpath, then walked four miles to Independence. Mr. Harrington hung to the boat and was drowned. Wm. Everett swam to the Jackson county shore, but was washed against a drift, and was found there ten days later, one hand clinging fast to a projecting snag. The other men swam back to the Clay county side, where they all made the shore safely, except Smallwood Noland, who clung to a sawyer, only a short distance from the shore. The men who made the shore built a fire and encouraged Noland to cling on till they could rescue him. He did cling with a death grip, and when daylight came and the men went to get him, they found the water only waist deep, and he could have waded to the shore with ease, if he had known it. Naturally, at a time like this, rumors that the Mormons had secretly bored holes in the boat just above the customary water mark, but when loaded would sink to the holes and fill with water. In this day it would call for an investigation, but the probability is the boat was overloaded, and the shifting of the horses sent it to the bottom.

Joseph Smith and his new recruits passed through Ray county June 19th, and encamped between the forks of the Fishing river. They were here met by five armed men, who informed them that sixty men from Ray county and seventy from Clay county were to meet others, from different places and prevent their further progress. They also learned that two hundred men from Jackson county were to cross the Missouri at William's ferry, then to meet the forces from Ray and Clay counties at Fishing river ford, and thence to attack and disperse or destroy them. Their designs, if entertained, were prevented, for on the night following a severe storm of wind and rain occurred, which raised the streams, preventing any hostile movements from either party. Mr. Smith's party the next day, the 20th of June, 1834, moved out on the prairie and encamped. The following day they were visited by Colonel Sconce and two other leading men of Ray county, who were anxious to know their intentions. Mr. Smith informed them they had come to aid their brethern, bringing

with them clothing and other supplies to aid them in being reinstated in their rights and had no design to interfere or molest anyone. Colonel Sconce and his companions returned, and rode through the neigborhood, using their influence in allaying the fears of the people.

Cornelius Gilliam, the sheriff of Clay county, met them the next day, the 22nd, cautioning them about their movements in Clay, and on the 23rd, when they were within six miles of Liberty, they were met by General Atchison and others, who persuaded them not to go to Liberty, so they turned to the left and encamped with a Mormon named Burghardt, on the bank of Rush creek.

A proposition was sent by Joseph Smith and others, to S. C. Owens and others in substance as follows, to appoint twelve disinterested men, six of each to fix the value of lands of the men opposed to living in the county with the Mormons, and when the valuation was completed to give the Mormons one year in which to pay for the lands, that none of the Mormons should enter the county to reside until the money was paid, that the same twelve men should fix the amount of damage incurred by the Mormons in their expulsion, and this should be deducted from the payments to be made.

On June 25th, Smith caused his company to be broken into small bands and scattered among the Clay county settlers. June 26th they again recited other grievances to Governor Dunklin, and the same day received the rejection of their proposal from Mr. Owens by way of Mr. Reese. While on Rush creek the cholera broke out, attacking sixty-eight of them, and thirteen of them died, among them three of their leaders, John S. Carter, Eber Wilcox and Algernon S. Gilbert, who had been driven from Independence. On July 1st, through the "Enquirer" their proposition was printed so that the whole country learned of their intentions as stated: "We wish to become permanent citizens of this state, and bear our proportion in support of the government, and be protected by its laws. If the above propositions are complied with (that is that submitted to Mr. Owens) we are willing to give security on our part and we shall want the same of the people of Jackson county for the performance of this agreement. We do not wish to settle down in a body except where we can purchase the land with money; for to take possession by conquest or the shedding of blood is entirely foreign to our feelings. The shedding of blood we shall not be guilty of, until all just and honorable means among men prove insufficient to restore peace." This declaration was signed by Joseph Smith, Jr., F. G. Williams, then acting President of the Church, Lyman Wright, Rogers Orton, Orson Hyde, and John Lincoln. It was directed to John Sconce, John Lincoln, George R. Moorehead, James H. Long, and James Collins. An appeal to the people of the United States was also published.

The Mormons continued in Clay county for the following two years, as it were standing on the borders of the promised land, but as

told by their prophet, not permitted to enter on account of their transgressions. The people of Clay county were exceedingly kind to them, so much so they necessarily brought upon themselves much criticism from the people of Jackson county. They tolerated them not as permanent residents, for the Mormons had assured them they would move when the body of the citizens considered their presence undesirable. Under these conditions they gave them temporary relief, but on June 29, 1836, the citizens of Clay county assembled in the court house, and drew up petitions in which they recited the way they had received them in the darkest day of their troubles, how they had protected and treated them in the true sense in a humanitarian way, and set up four reasons why they could no longer keep down the hatred of their opponents, which was increasing daily, and making a final appeal to their gratitude to move peaceably, closing by saying a civil war must ensue. The last sentence in this appeal states: "It matters but little how, when, or by whom, the war may begin, when the work of destruction commences, we must all be borne onward by the storm, or crushed beneath its fury."

They agreed to leave for friendship's sake. The citizens raised money to assist the penniless, and agreed to assist them in finding a new location. Governor Dunklin sent them a final letter, which they received as their death knell on the 25th of July, closing by quoting the United States motto: "Vox Populi—Vox Dei." With the assistance of Clay county committee they selected a beautiful location, in unorganized territory, north of Ray county, and a new county was organized December 26, 1836, and their new location was called "Far West," and the county named Caldwell. This was a high, sightly place, on the highest ground on the great prairie, with a vista in the distance taking in Kidder, Hamilton and Breckinridge on the northeast, and Plattsburg to the south. A visitor there in 1884 reports nothing left except some excavations and ruins.

In 1837 they erected one hundred buildings. In the meantime Joseph Smith and Sidney Rigdon, who had returned to Kirtland, Ohio, announced they had been appointed to select a new site for their future City of Zion, but the Far West Saints had commenced their excavation for a Temple. Their General Conference was held October, 1837, and all seemed quiet but Whitmer and Phelps, for they had become interested in some land speculations, and a bank they had started in Kirtland, went down in the panic of 1837, and general dissensions disrupted the Saints. David Whitmer and Oliver Cowdrey were excommunicated. They were two of the three special witnesses to the Book of Mormon, and notwithstanding the excommunication, both retained their faith in Joseph Smith and the "Book of Mormon" to the end.

Whitmer was once President of the Church and upon his dying bed, called his doctor to witness, he was still of sound mind, and urged

all to stand by his faith in the "Book of Mormon." Cowdrey wandered for ten years trying to practice law, but finally returned, and was rebaptized and received as an humble member.

Smith was held responsible for the failure of the bank in 1837, at Kirtland, and he and Rigdon fled to Far West in January, 1838. They were hunted so closely, they had to travel separately. Smith arrived in March and Rigdon in April. Upon Smith's arrival he began a search for a new site, and located one some thirty miles beyond Far West on the Grand river, which he named Adam Oudi Ahman or Diahman, where they found an old stone altar on the brow of a bluff. Smith proclaimed this the place where Adam shall come to redeem his people, fulfilling the prophecy of Daniel, 8:9-14.

July 4, 1838, they made a great day, and Rigdon exalted them with possibly the most inflammatory harangue he had ever delivered, closing with this exlamation: "We this day proclaim ourselves free, with a purpose and determination never to be broken—No, never! No, never! No, never!"

July 5th, 515 start from Kirtland for Missouri, bringing their chattels, live stock and everything to help their brethern in Missouri. At the same time another company started from Canada and joining on August 12th, they came on to Missouri.

On election day, at Gallatin, Missouri, there arose a dispute over their right to vote, and other disturbances resulting from this clash, caused Governor Lilburn W. Boggs, of Independence, then Governor of Missouri, to order General Atchison to go into Daviess county and inquire into the report that armed Mormons had appeared there on election day. The result of the investigation was, militia under Colonel Doniphan was held to be in readiness for any emergency.

The Mormons had collected in DeWitt, Carroll county, that being a landing place for their recruits and supplies by boat from St. Louis, and from thence they transported them across Carroll and Ray counties to Far West. The people of Carroll had assembled and ordered them to move on, which they refused to do, and barricading themselves in an old log house defied them. General Clark was ordered up from Howard county, but two of the leading citizens of Glasgow persuaded them to move.

This was September 20th, and in the meantime some of them had formed companies which were called Danites, with secret oaths, with death penalty, upon revealment of its purposes.

Governor Boggs was watching the situation closely, and on October 26, gave an order to General Clark to call out the militia at Fayette, but on the 27th changed it to Richmond, Missouri, saying: "Mormons must be exterminated for the public good." General S. D. Lucas and General Atchison sent this information to the Governor: "Governor Boggs: Sir—From late outrages committed by 'Mormons' civil war is inevitable. They have set the laws of the country at de-

fiance, and are in open rebellion. We have about 2,000 men under arms to keep them in check. The presence of the Commander-in-Chief is deemed absolutely necessary, and we most respectfully urge Your Excellency to be at the seat of war as soon as possible.

"DAVID R. ATCHISON, M. G.
"3rd Div.

"SAMUEL D. LUCAS, M. G.
"4th Div."

On October 30th the militia had a skirmish with Mormons at Haun's Mill, in Ray county, as they were making their way from DeWitt to Far West, and about 18 were killed. Another skirmish had occurred at Crooked river. These two actions caused General Lucas to close in on them at Far West, and on October 31st they accepted terms of capitulation as follows:

"First: To give up all their Church leaders.

"Second: To make an appropiation of their property, all who have taken up arms to the payment of their debts, and indemnity for all damages done for them.

Third: That the balance shall leave the state, and be protected out by the militia, but to await further orders from the Commander-in-Chief.

"Fourth: To give up arms of every description for which a receipt will be given."

Joseph Smith, Hyram Smith and others were taken to Independence for trial. A change of venue being granted to Boone county, while in transit they escaped, but in a short time were captured and jailed in Illinois, and were killed in an attempt to escape from jail. Their new leader, Brigham Young, succeeded in the fourth Hegira, in leading them across the great American Desert, in 1846. Their trail was known as the Mormon trail across Kansas, Nebraska, and through the Rocky mountains to Utah. Since the civil war they have quite a different story in their second quiet settlement in Independence, known as the "Reorganized Church of Latter Day Saints."

Their trouble with cholera, etc., shows the endurance of this most peculiar religious sect in the United States.

CHAPTER XIV

THE SANTA FE TRAIL

Dr. Josiah Gregg, 1831. Earlier trips. Old Franklin. Story of "Caches." The start. Forming caravans. Oxen and mules. Council Grove, its true story. Selecting a captain. The first buffalo. False Indian claims. Pawnee Rock. Col. John S. Marmaduke. Early Indians peaceful. Incensed by reckless adventures. Government escort. Desert waste. Water scrape. Suffering for water. Some harrowing experiences. Successful surgical operation. Hand saw, butcher knife and red hot bolt. Some Indian skirmishes. Rattlesnakes. Taos. Wonderful springs. Round Mountain. Santa Fe. Reception.

In reading the preface to the two volumes written by Dr. Josiah Gregg of Independence, Mo., in his "Commerce of the Prairies" we are forced to note the similarity of circumstances that has given us the best and most comprehensive works extant about the marvelous lure and attractive beauties of our early life in the "Wild and Wooly West," that is that, like Theodore Roosevelt, he was a helpless, debilitated man, barely able to walk across his chamber floor, when his physicians acknowledged they were helpless to do any more for him, that they had exhausted every remedy known to science, and as a last resort, his life could be lengthened by joining some caravan making a trip across the Great American Desert.

Like Roosevelt, the pure invigorating air and the changed life restored him to health—and his nine years' residence in Mexico and eight trips across the prairies, certainly prepared him to give a fairly accurate and truthful story of the "Santa Fe Trail"—much better than the thousands who in this Centennial year pick up their pens, who have never crossed the trail—and tell of its wonders, with such imaginative embellishments, as to make those who really have some idea of it question themselves and ask, "if the half has never yet been told." Somewhere in the pages of the Holy Writ, there is written something to the effect "if all that had been said was written, there would not be space to hold the books," and we can liken the writings in this year that we celebrate, to more than occupy our time if we attempted to keep abreast of it, and yet, we believe we can give the story as given by the one man whose scalp was never taken, after passing over the trail eight times.

In Captain Zebulon M. Pike's narrative of his own expedition across the "Great Desert" in 1805 (he named Pike's Peak) he tells of one man, James Pursley who, leaving his company, after much wandering over that then wild and unexplored country west of the Mississippi river, fell in with some Indians on the Platte river, near its source in the Rocky Mountains, and from their description of people living far to the south, decided to join them, and they led him to Santa Fe, New Mexico, where it is known he remained for some years, perhaps so long as he lived. Captain Pike writes of him as the first

American, who ever crossed the desert plains and reached this early Spanish province.

There is also recorded a story that a merchant from Kaskaskia, Ills., by the name of Morrison had sent a French Creole by the name of LaLande in 1804, with some merchandise, with instructions to push his way into Santa Fe. He too, followed up the Platte river, and it is told he was treated so kindly by the savages at Santa Fe, that he failed to report to his benefactor, but having the little capital at hand he entered business for himself, and some fifteen or twenty years after at his death, was treated as one of the *rico* among his neighbors.

Little was thought of the Santa Fe trade until the return of Capt. Pike and upon issuing his elaborate description of this New Eldorado, spread like a prairie fire before a strong gale, and all the frontier settlements in that portion of Missouri nearest the route over which Captain Pike had traveled, began immediately to make preparations to try their fortunes in the "Far West." The spirit of the pioneers, who had crossed the Alleghany Mountains, following the lead of a Daniel Boone into Kentucky, and later into Missouri was still active in the land.

Pioneers had pushed west from St. Louis, and one of the first settlements in Howard County was Old Franklin, just across the river from Boonville, and 150 families from Kentucky had settled in Howard county in 1810 and also Old Chariton at the mouth of Chariton river. From these two settlements Captain Pike's story first took root and the enthusiasm spread; first young men to follow the way blazed by Daniel Morgan Boone on his trapping expeditions to the mouth of the Blue river were descendants of these Kentucky families.

It did not take them long to fit out their pack trains and move along through Saline, Lafayette and Jackson counties to Old Fort Osage, just north of Independence. The road through the wilderness was only a very indistinct bridle path at that time—and they were the advance guard to the great caravans which were soon to follow. The writer was over a part of this first trail very recently, as far as the New Waverly bridge, and noted the Santa Fe Trail marker on the way.

These advance pack trains continued for some years, but in 1812 an expedition was fitted out by Messrs. McKnight, Beard and Chambers and several others (in all about one dozen) and following the directions of Captain Pike, succeeded in reaching Santa Fe in safety. They were ignorant of what was going on in Mexico, hence were seized as spies and thrown into the *calabozos* of Chihauhau, where most of them were kept in confinement for many years, until that greatly esteemed patriot of the Mexicans, Iturbide, came again into power, and McKnight and companions were released. It is said two of them returned in 1821.

A merchant of Ohio, named Glenn, sent out a small caravan which

TERMINUS OF FANTA FE TRAIL, 2ND AND DELAWARE.

finally reached Santa Fe. About the same year Captain Becknell from Missouri, with four trusty men, started from Old Franklin with the idea of trading their merchandise to the Iatan and Commanche Indians, but meeting a party of Mexican rangers near the mountains they went with them to New Mexico.

New Mexico had secured all her supplies prior to the opening of the trade with traders from the United States, via Santa Cruz, and rates were exorbitant, common calicoes and bleached and brown domestics sold at $2 and $3 per vera (the Spanish yard of 33 inches). Becknell, leaving his company in Santa Fe, returned alone the next winter.

Colonel Cooper, who was one of the original settlers in Howard county, and about fifteen others with four or five thousand dollars' worth of goods on pack horses, set out from Old Chariton, the then head of navigation of the Missouri river (the first boat, the Independence, having arrived there in 1819), made a successful trip to Taos, without any serious trouble. But Captain Becknell started on his second trip a month after Colonel Cooper, and being an excellent hunter and woodsman, was anxious to avoid the long, circuitous route of the upper Arkansas country, and after reaching that point, since known as the "Caches," attempted to steer directly for Santa Fe with the starry heavens and perhaps a small pocket compass as his guides, his party embarked on the trackless plains in the direction of the Cimarron river. After leaving the Arkansas, he soon realized his only source of supply for water was their canteens, which were exhausted in two days, and the sufferings of both men and beasts were indescribable. They first resorted to killing their dogs, and then cutting off the ears of their mules to assuage their thirst from their hot blood. This was but a temporary relief, and intensified their thirst, and in their madness and despair they were ready to separate and wander they knew not where, for water. Possibly they were the first to follow the optical illusions, the "Mirage of the Desert" in their wanderings, but fortunately for them, providentially not knowing they were within a short distance from the Cimarron river, they resolved to retrace their steps back to the Arkansas, but they were not equal to the task, and all would have perished had not a stray buffalo, just out from the Cimarron appeared, and with a handy rifle he was soon despatched, and his stomach distended with fresh water from the river was considered as the draught that gave them life, as their last ray of hope was fast receding.

Thus strengthened, the strongest men of the party went to the river, replenished their canteens and thoroughly reviving their companions, they were again "happy on the way." Following the Cimarron river they avoided any further trouble on the arid route, reaching Taos some sixty or seventy miles from Santa Fe. This is probably the beginning of the Cimarron route later.

This year, 1822, is probably the beginning of the Santa Fe trade. To one acquainted with the desert, its cowpaths and buffalo trails leading to the drinking spots sought by all animals on the plains, it is quite readily conceivable, and the picture is very plain as we follow these along the original buffalo paths, as they lead from one river to another.

Coronado had taken the same route in the year 1542, nearly three hundred years before, and several others had made the trip within these centuries. These early traders seldom experienced any molestations by the Indians, and crossed in small bands, but the next era was in 1824, when the first caravan, with the introduction of wagons was begun.

The wagon caravan was introduced by a company of Missourians, about eighty in number, a portion with pack mules, with about twenty-five wheeled vehicles, of which one or two were stout road wagons, two were carts and the remainder Dearborn carriages, conveying some $25,000 to $30,000 of merchandise. Colonel John S. Marmaduke, afterward governor of Missouri, was with this caravan and kept a diary of the trip which they succeeded in making without difficulty and fewer obstacles than any ordinary road of equal length in the United States.

While the Indians were peaceful, it was hard to hold down many reckless and impetuous adventurers with these caravans, who treating them like savages, soon became savages themselves, so far as showing any humane consideration for others. With rifle in hand daily shooting buffalo and other wild animals, they soon began to look upon the Indians as enemies, and with a feeling there were no good Indians but dead ones, every offense committed by some drunken Indian, for which condition the white man was solely responsible, soon incited them to commit all kinds of depredations, first stealing, then killing.

In this day we celebrate the "Centennial Year" of the Santa Fe Trail, because Missouri's grand old man, Thomas H. Benton, one of our first senators to represent the state in the United States senate, with his prophetic vision, was closely watching the course of events, and noted how our boundless empire was fast reaching toward the Pacific, and with frequent conferences with that other great statesman, Thomas Jefferson, with far reaching vision, were peering far ahead in the future, and in order that no restrictions should be placed on that spirit which caused Benton to make use of that immortal sentence, now on his monument in St. Louis—

"There is the East,
There is the road, to India,"

memorializing congress to send a commission and survey the Santa Fe Trail, from Fort Osage to Santa Fe, New Mexico. Thomas Jefferson

long before he was President, had cast his prophetic eye on the great territory known now as the Louisiana Purchase, and with an eye to windward, on Napoleon across the waters, noting his pressing necessities, gently hinted to his ambassador at Paris that he thought the time ripe to express a thought to Bonaparte that the United States would gladly relieve him of his temporary embarrassment, if he was willing to let Louisana go.

That dream of Jefferson and Benton had become a reality and it was an easy task for Benton to have Congress give that commission. That resolution was passed by Congress in 1824.

The great moving picture, "The Covered Wagon," makes the scenes of these caravans so familiar to most people of today that it seems a waste of energy to attempt a description of them by pen, yet as historical facts interwoven in the building of a great city at the mouth of the Kaw, they must be chronicled for the generations yet to follow.

It is recorded a small caravan in 1826 with but four serviceable guns, met a band of Indians on the Cimarron river, who at first showed demonstrations of friendship, but observing the defenseless condition of the traders, went away, returning shortly with a lazo and all on foot. The chief informed them he must have horses, and knowing it would be folly to offer any resistance, they told them to catch one for each of them, which they did, but mounting them, they asked for two, and the Americans again consented, but being mounted, with an Indian yell, they rode into the herd and drove off the whole bunch—nearly 500—including their mules and asses.

The fall of 1828 caused more trouble for a party returning from Santa Fe with their money and furs, the proceeds from their trip.

The Indians were watching for an opportunity to catch them off their guard. Two young men, McNees and Munroe, having carelessly lain down to sleep on the banks of a stream a short distance from the caravan, were barbariously shot with their own guns, it is thought, and when others heard the shots and rushed to them they found McNees lifeless and the other nearly expiring. That stream is now known as McNees creek. The wounded man was carried to the Cimarron river where he died and was buried on the banks, after the custom of the prairies. A shallow grave was dug, the body placed in it as dressed, then covered with brush if possible, and rocks and dirt to keep coyotes and wolves from digging it out.

Just as the funeral ceremonies were about concluded six or seven Indians appeared on the opposite side of the stream. Some of the party was in favor of inviting them to a parley, but others with revenge actuating them, evinced a desire to fire upon them. These Indians may have been ignorant, not knowing anything about the killing of McNees and Munroe, but seeing the attitude assumed by some of the men of the company they wheeled to escape and instantly

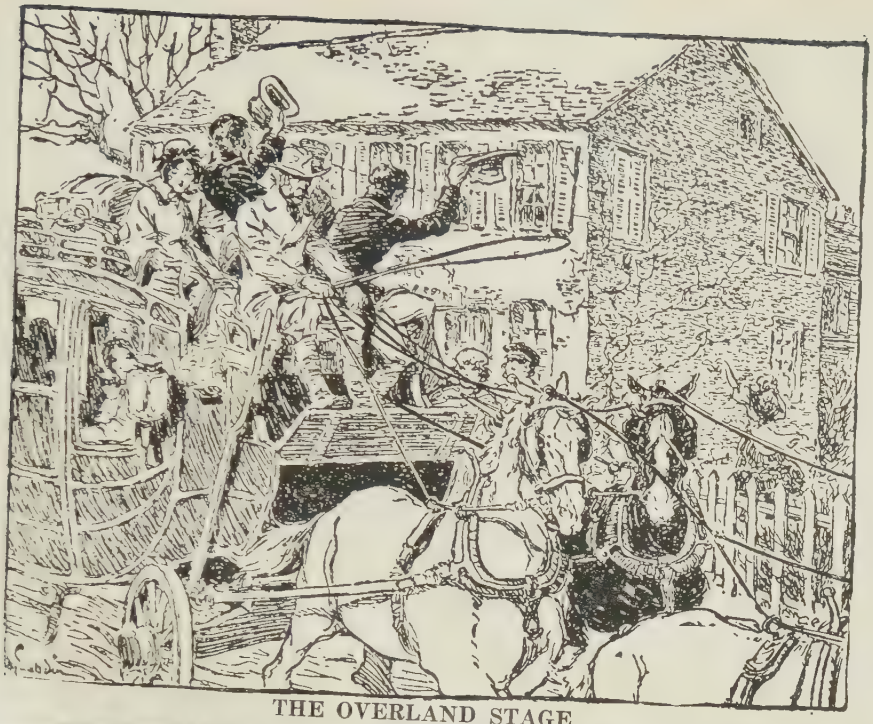
one of the men fired, and an Indian's horse dropped and several more shots killed him and, followed by other shots, all were killed or wounded except one, who escaped to tell the story to his tribe. The party lost nearly 1,000 horses and mules, and made it extremely dangerous for any unprotected caravan to cross the desert.

This did not satisfy these Indians, for they killed one of a company following them, shortly afterward, and took from them animals in their possession, leaving them afoot, and as they were loaded with the proceeds of their trip, they carried it on their backs to the Arkansas and cached (concealed it in the ground) it, where it remained until a conveyance was procured to convey it to the United States. After this, in 1829, the government sent an escort to protect caravans as far as Chouteau's Island in the Arkansas.

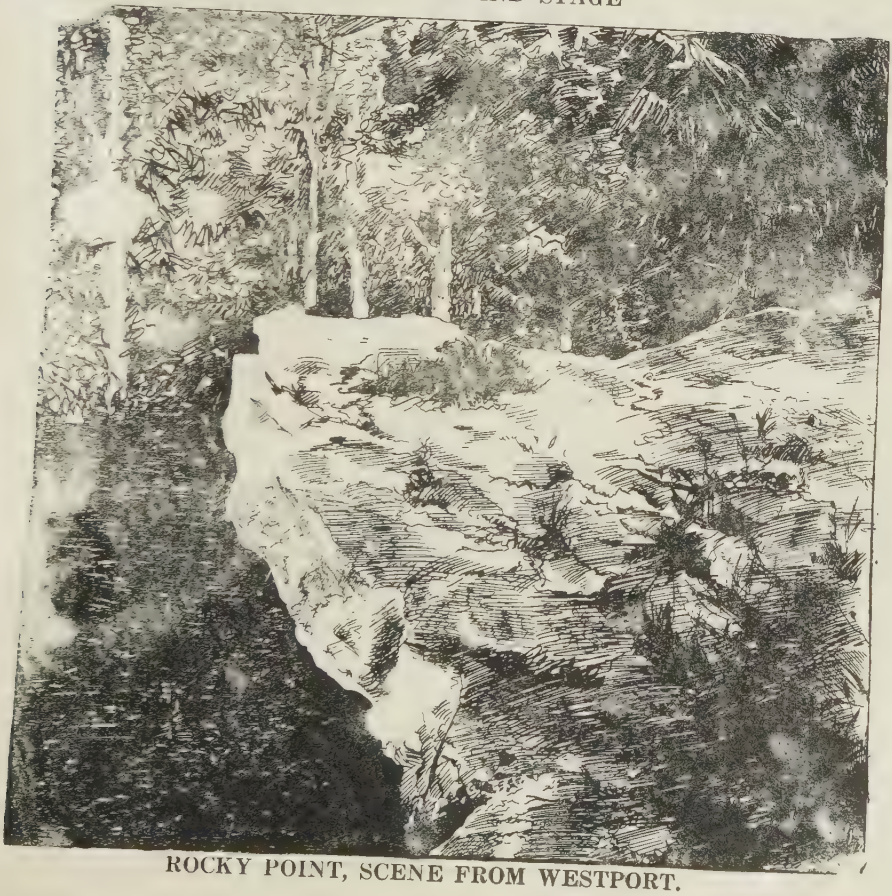
The first escort to Chouteau's island had turned back and the traders had advanced six or seven miles, when three men composing their vanguard had dismounted for the purpose of satisfying their thirst, when a band of Kiowas rushed out from behind the sand hills through which they were passing and dashed upon them. The three men sprang upon their horses, two of them making their escape, but Mr. Lamme, who was riding a mule, was overtaken, slain and scalped before any of the party reached him. An express messenger was quickly dispatched to Major Riley, and his quick countermarch was a surprise to the caravan and the Indians were no doubt preparing for an attack during the night or early in the morning, but a mistake of the bugler sounding the reveille early in the morning notified the Indians of the re-enforcements and they immediately retreated. Major Riley remained on the Arkansas and had the caravans double up for mutual protection. This command of Major Riley's and another of sixty dragoons under Captain Wharton was the only government protection until 1843, when Captain Cook accompanied two different caravans as far as the Arkansas river.

St. Louis was never the starting point for the Santa Fe trade, but the town of Old Franklin in Howard County and Old Chariton in Chariton county, at the mouth of the Chariton river, were the chief outfitting points in the early twenties and prior to that date. They were then at the head of navigation of the Missouri river. The first boat that ascended the Missouri river was the Independence, in 1819. Outfitting continued at these points as late as 1831.

It soon became evident that much of the 150 miles could be and should be avoided by a change of base, and as boats had begun to push their way farther up the Missouri, the traders were constantly on the outlook for some available spot nearer to the point where the caravan turned westward away from the river heading toward Santa Fe, and as the government had established Fort Osage, near the town of Sibley, Missouri, in 1808, and there being a nucleus of settlers around about, the town of Independence sprung up within twelve



THE OVERLAND STAGE



ROCKY POINT, SCENE FROM WESTPORT.

miles of the Indian border, as the route was designated at that time, commencing at Fort Osage, passing through Independence and westward to the border of Missouri and in general direction of Santa Fe.

Independence was chosen, a beautiful spot, which had already begun to grow into a thriving town. Caravans usually set out from Independence the 10th of May and Dr. Josiah Gregg, an invalid, gives us a detailed account of his first trip in 1831. As an invalid he started in a carriage, with rice, fruit, crackers, etc., which sufficed for the first fortnight, but by this time the invalid was able to take the regular fare of the teamsters and hunters. Before the close of the first week he had saddled his pony and was as eager for the chase as his more sturdy companions and enjoyed his share of the buffalo meat, "exquisitely more than all the delicacies which were ever devised to provoke the most fastidious appetite."

He gives as the ordinary supplies of each man's consumption during the journey, "About fifty pounds of flour, same of bacon, ten of coffee, twenty of sugar and a little salt." These were the essentials while beans and crackers were counted luxuries. The buffalo was the main dependence for fresh meat.

The wagons mostly in use in that day came from Pittsburgh, yet Independence commenced early to manufacture such articles as yokes, wagons, harness, etc. The wagons were usually drawn by four mules or four yoke of oxen. Later ten to twelve mules and an equal increase in oxen. The early cargoes were some 5,000 pounds in weight. Horses were employed in the early trade, as mules were scarce, but in the later days the mules supplanted the horses, the latter being used mostly for riding animals.

Oxen were employed by Major Riley of the escort, and were found to be so nearly equal to mules, that after their introduction by him in 1830, about one-half the wagons were drawn by them. They could pull heavier loads, particularly through the mud and sand, but as grass becomes shorter and drier they lose their flesh, often arriving at Santa Fe in a horrible plight. In this condition they would be sacrificed in Santa Fe, bringing as low as $10.00 per pair. One great disadvantage of the ox-team was the softness of their feet, thus calling into practice a new mechanic, for while there were many good mule and horse shoers with each caravan, very few could shoe an ox satisfactorily. Some of them shod them with "moccasins" made of a raw piece of buffalo hide, which did remarkably well in the dry weather, but when wet are soon worn through.

The wagons and teams having been procured, the trader next selects his crew, and prepares to load. There soon sprang up experts in this line, who could so load a caravan that the merchandise would be free from jolts, as if shipped on a Missouri river packet. The journey was commonly thought of as 800 miles. This narrative aims to

give only the pure and unvarnished facts, without any resort to descriptions such as are employed by spectacular writers, who would have you believe there is a vast difference between hitching the mules to a wagon on the plains, than the same is hitched to an ordinary farm wagon on a Missouri farm. To men who are accustomed to handling mules, a Missouri mule is a mule, whether he be hitched to the caravan wagons of the western trader, to the trek wagon or the cannon carriage of the British in the Boar war in South Africa, or used to haul munitions to the front in the World war in France. At this day we are proud to know the Missouri mule has a world record, that he is from Missouri and can show the world.

At last all was ready, and many used to make Little Santa Fe as their first night's stop, which was on the border line a few miles west of Westport.

Doctor Gregg started from Independence on his first journey May 15, 1831. The general rendezvous of the party being "Council Grove," and as above Little Santa Fe was the destination of individual parties the first night. Doctor Gregg rode in a carriage and drove first day to Round Grove, 35 miles, where he joined the rear division of their caravan, about thirty wagons.

On the second day it began to drizzle rain, about dark, and continued pouring down for forty-eight hours, with a heavy northwester, and camping upon the open prairie without a stick of timber within a mile certainly did not present an encouraging outlook to valetudinarians. His Dearborn carriage not being waterproof, he rolled up in a blanket and lay snugly coiled up on a tier of boxes under the cover of a wagon, thus escaping a drenching.

These covered wagons had strong sheets which came down over the sides to protect the merchandise from driving rains. Mackinaw blankets were used between the two sheets which covered the top, making it rainproof in the hardest storm, and at the end of the journey the source of good revenue, as the customs officers missed listing them, and they sold at a good profit.

The animals being turned loose in the storm seeking shelter in the groves, when wanted many were missing. This was not an uncommon occurrence. The first week the cattle would wander and be lost, as the Indians did not approach within 200 miles of the border, hence there was little attention paid to guarding them. After a week or two they became accustomed to the caravan and fed in sight.

After the storm ceased and they were again on the move, their troubles began in earnest on reaching what was termed the "Narrows," that is a ridge which separates the Osage and Kansas waters. Here they encountered a region of quagmires, requiring the utmost caution to "keep in the middle of the road," for the least swerving from it, any moment your wheels might drop down in the mud to the

INDIANS ATTACKING A MAIL STAGE COACH ON THE PLAINS.

hub. These quagmires often required doubling and sometimes trebling of the teams, with all hands at the wheels in addition, often led by the proprietors themselves, to extricate wagons from these places, and also sometimes in crossing creeks or rivers, the proprietors were in mud and water to their waists.

A few days after the storm, while crossing the head branches of the Osage river, they noted a red rod by the side of the road, and a paper purporting to have been written by the Kansas agent, stating a band of Pawnees was lurking in the vicinity. After due excitement as a first scare it was considered a hoax. The experienced traders knew they were too far south for the Pawnees. Their fears ceased when seventeen more wagons were added to the caravan.

On the 26th day of May they reached "Council Grove," where they joined the main body of the caravan. Doctor Gregg wished to dispel any suggestion of a sturdy and thriving village at "Council Grove" at that time, which has just been celebrating its 100th anniversary of the signing of the treaty under the great Council Oak, August 10, 1825, for he remarks "that on that day of our departure from Independence, we passed the last human abode upon our route; therefore from the borders of Missouri to those of New Mexico, not even an Indian settlement greeted our eyes. He says: "This point is nearly 150 miles from Independence, and consists of a continuous strip of timber nearly one-half a mile in width, comprising the richest varieties of trees, such as oak, walnut, ash, elm, hickory, etc., extending all along the valleys of a stream known as Council Grove creek: the principal branch of the Neosho river." It was a fertile valley then belonging to the Shawnee Indians.

In this writing we have no desire to enter in to any controversy with the writers who have so extravagantly gone into many details with the weaving in of much romance around Council Grove; we desire to give only the facts which connect it so prominently with the historic narrative of the old "Santa Fe Trail." In regard to "Council Grove" the facts are simply these: Messrs. Reeves, Sibley, and Mathews, having been commissioned by the authorities at Washington in the year 1825 to mark out a road from the confines of Missouri to Santa Fe, New Mexico, met on this spot with some bands of the Osages, with whom they concluded a treaty, whereby the Indians agreed to allow all citizens of the United States and Mexico to pass unmolested, and even to lend their aid to those engaged in the Santa Fe trade, for which they were to receive a gratification of $800 in merchandise. The commissioners on this occasion gave to the place the name of "Council Grove."

The route examined by the commissioners above named was partially marked out so far as the Arkansas river by raised mounds, yet it was of little service to travelers who continued to follow the trail previously made by the wagons, which was the settled road to the

region of the "buffalo grass." This is no doubt the reason why at this late day there is much dispute as to the true location of the "Santa Fe Trail," some contending for the route as designated by the commissioners, and others the original trail. Let them put the markers somewhere, and they will serve the purpose, as our posterity sail over them in their latest airplanes, model 1960. Council Grove is entitled to the designation given it, not only as the meeting place under what they now show you as the old "Council Oak Tree," but it was also the assembling place for many minor proprietary caravans, to be formed here into the "Grand Caravan," to make the great trek through the dangerous Indian country—and there was held the "Grand Council" in which the different aspirants to office were to be elected before the final start for the greatest trek in the history of the world for trading purposes. Of course the '49ers excelled it in their mad rush for gold, and the Klondikers in their mad, suicidal scramble for the yellow metal.

Electioneering was carried on at a high pitch, as the different caravans pushed forward, their various leaders extolling their superior qualities, so that if you should step in blind-folded you could not tell whether you were in a Republican or Democratic state convention, and many a caravan has been split into bitter factions on account of lost confidence when an unwise leader was chosen.

Doctor Gregg informs us that after much squabbling without a silver tongued orator to pour oil upon the troubled waters, all candidates holding firm deadlock, like the "Tug of War" in the New York Democratic convention, some one worked it out and all candidates found it expedient to withdraw their names. The slate being clear, an unassuming gentleman, not an aspirant, by the name of Stanley was unanimously proclaimed "Captain of the Caravan." His powers were undefined and his orders were obeyed or declined according to the confidence his subordinates had in his wisdom in governing this hecterogeneous party of men hailing from everywhere and anywhere.

The captain first called for the list of men and wagons in each subordinate division, which the proprietors furnished. When the company was large it was generally proportioned into four divisions. This particular caravan consisted of nearly one hundred wagons, one-half drawn by ox teams and the other half by mules, one dozen Dearborn carriages, and other small vehicles, and two small cannon (a four and six pounder) each mounted on a carriage. To each of these four divisions the captain assigned a lieutenant, whose duty was to inspect every ravine, creek and river on the route, finding the best crossings, selecting his camping space and in general to look after the division of the company.

The roll call showed about 200 men able-bodied, fit for service, and duty, not counting the invalids. The "common law" of the

prairies must be obeyed, and there were no exceptions when guard duty must be performed. There were eight watches in the night each standing one-fourth of each alternate night, so that in large caravans the duty was not severe, but in smaller caravans, they must stand half the night. In this party there were a few of the softer sex, in one party there were members of a Spanish family who had been banished from Mexico in 1829 and were returning. Others have crossed the prairies at different times.

The motley aspect of the members of these caravans can scarcely be imagined, for they came from every known walk in life, so one met in the survey of the camp the city bred merchant with his fustion frock coat with many extra pockets, for all kinds of tackle, to the backwoodsman with his linsey or leather hunting shirt, the farmer in his blue Kentucky jeans, the wagoner with his flannel sleeve vest, and many others to complete the picture.

Firearms displayed ranged from the old reliable double barreled shotgun, the old long barrel Virginia and Kentucky rifle, the great Colts "seven shooter" revolver, with pistols and knives of every description. Before leaving Council Grove, laborers were sent into the timber to procure material for extra axles, tongues, coupling poles, etc., in case of an accident, and these were lashed on under the wagons.

In breaking camp at "Council Grove" the idiosyncrasies of a Missouri mule began to manifest itself, and the ingenutity of an expert mule trainer was often overlooked, for instance one refused to be led to the wagons, and a team of good steady pullers were hitched to the halter to draw him up as he planted all four feet at a proper angle for resistance. The writer never had much training with mules, but he had as a next door neighbor in the mountains of California the driver for many years of the "Twenty Mule Team" in Death Valley, and what he did not know about mules would be useless to learn.

At last on May 27th, the first command is sent over the camp that is: Catch up! Catch up! and the teamsters endeeavor to get the good will of their captain and lieutenant by endeavoring to be the first one to call out, "All's Set." These scenes are familiar to few now living, but to that few they understand what clamor and confusion resounds through a camp when 100 wagons are to be stretched into line. When the last mule is hauled in and his teamster shouts "All's Set" and the captain gives his last command: "Fall in" they begin to wind into shape and pass over the long incline from "Council Grove" and fifteen miles beyond arrive at Diamond Springs, a crystal fountain discharging into a small brook, and twenty-five miles beyond crossed the Cottonwood Fork of the Neosho river, a creek smaller than Council Grove creek and camp was pitched in this valley. It is the custom of the caravans when approaching a stream late in the afternoon to cross and camp on the opposite side, for several good reasons, it may rain during the night and the banks would be slippery and difficult

to pull, and the other when the teams are warmed up and in good pulling order, they will go over and make the grade on the opposite bank much better than when freshly started in the morning when the mules are urged to go against a "cold collar." Some teamsters have been known to drive around in the prairie in the early morning to warm up their mules before attempting a difficult crossing.

In the prospective ahead the route will show but few changes in the next 500 miles, as it passes over the great expanse of level plain, the very heart of the "Great American Desert," unbroken except by the narrow border of timber along the streams. Antelope which are sometimes seen as far east as "Council Grove" become a daily sight, yet in the long stretches of sloping plain, they generally feed upon the higher ridges, and when the caravan rises to the crest of one ridge, they are seen on the crest of the next, and are seldom seen within gunshot distance. Occasionally a stray old buffalo may be found in the valley of the Cottonwood Fork.

Two days out from the Cottonwood and a few miles beyond Turkey Creek the first herd of buffalo is sighted, about 100 in the herd, quietly grazing in the distance before them. No caravan is held responsible for the excited actions and the confusion created by the sight of the first buffalo. The caravan is halted, the hunters are off on their ponies in a moment in a scamper. Possibly half the company had never seen a wild buffalo before, and the scene is indescribable.

The wagoners left their teams, their guns are taken from the racks in the wagons, hastily loaded and they join in the race afoot. Even Doctor Gregg, the invalid of a week or two ago, has mounted his pony and eagerly racing across the prairie, anxious to get his first shot at that animal which had been the lure which actuated many a young man to leave his comfortable home and undergo the hardships of a trip across the plains as a "bull whacker." This John Gilpin race ended in killing a few beeves. If water was handy a rest of a few hours was ordered, while the camper's culinary utensils, chiefly the skillet and frying pan, were brought into use.

They were not yet far enough advanced beyond the timbered creeks to have to resort to the extreme emergency of using "buffalo chips" for fire, but the same will be their only dependence when they reach the real treeless regions. This fire material is the dried dung of the buffalo, which is found in abundance when they reach the real buffalo country beyond the prairie grass region, where the short bunch buffalo grass grows. The men of this caravan were certainly ready to relish the greatest of all fresh meats, buffalo beef, after more than two weeks on salt pork alone. The appetite acquired on the plains is insatiable, the delicacies prepared for the invalids at the start of the long journey are no longer necessary for they are ready to join the wagoners in satisfying their appetites with this delectable "buffalo steak." The coffee they drink is not limited to one pint cup,

PAWNEE ROCK, NOTED FOR A GREAT INDIAN BATTLE.

TRANSFERRING PIONEERS ACROSS WHITE RIVER IN OZARKS.

but even at a hot noon day meal some of them fill them several times.

The next day they reach the "Little Arkansas" a small creek five or six yards wide. They are now at the border of the Indian country, as one of the early companies lost their animals at this spot. The following day they cross Cow creek, and in crossing these streams they often have to dig down the banks, and make a willow causeway for the wagons to pass over. At this point two hunters approached, telling a story how a herd of buffalo had chased two men back to the wagons and when the encampment was made, two other hunters gave us information in regard to a herd of one hundred buffalo, at least that was their thought.

Only a few minutes had passed when another man arrived on a panting horse crying out "Indians! Indians! I have just escaped from a couple who pursued me to the very camp." Immediately the cry "To Arms! To Arms!" rings out all over camp, and just then a wolf appeared seeking fresh buffalo bones, the cause of the alarm to the frightened horseman. The wolf sent up a terrible howl across the creek, and from the expression, "Some one in distress," they shouted and off they bolted, leaving the camp entirely unprotected. While they were gone the hunters appeared, laughing at the joke they had played. Perhaps this was acceptable, however, as it served as a practice drill.

Half a day's drive brought them to the Arkansas river, about 270 miles from Independence. The Arkansas was a beautiful and majestic sight as its silvery stream could be seen for miles on that level plain and from the heights on the banks the landscape presents an imposing appearance. The river averages about one-quarter of a mile in width, and is bespeckled with verdant islets, thickly set with cottonwood timber. Following up this stream for twenty miles they reach Walnut creek. At this place in 1828 Mr. Broadus, in taking his rifle from his wagon muzzle foremost, it was discharged, splintering the bone in his arm beyond any hope of healing. All advised immediate amputation, but he refused, but in a few days gangrene set in and when he realized it was only a matter of a few days until he would be relieved of his suffering he finally permitted them to perform the operation.

A surgeon's instruments were not available, a hand saw, a butcher knife and a bolt were the instruments used. The teeth of the saw being too coarse, with a triangle file, they filed out a new set of teeth on the back of the saw, and thus equipped after heating the bolt they amputated the arm, searing the wound with the red hot bolt, thus verifying the truth of that old saying; "Necessity is the mother of invention." for in a remarkably short time the arm was well.

The following day they arrived at "Pawnee Rock" so named from a battle of the Pawnees fought with some other tribe near by. The picture is often shown in historical books, and the surface of this great protruding rock has been marked by travelers who have passed that way.

The next camp was at Ash creek, and as they had been given a little rest from false alarms some old Indian moccasins found in the camp created a new alarm, as they speculated as to how long since the Indian dropped them. Up to Pawnee Rock the caravan had marched in two lines only, but after crossing the Pawnee Fork each division drove in a separate file stretching far down the road double the distance from head to rear of train.

When marching four abreast the wagons are more quickly thrown into a hollow square, when an alarm is sounded, each division to a side forming a corral for the animals, and a fortification against the Indians when needed. The men make their beds on the ground outside of the corral, also do their cooking there. There are no deleterious night dews on the plains, so dangerous in other climates. Tents are rare. In this company of 200 men there was less than a dozen. They go to their wagons in case of rain. In dry weather even the invalids prefer the open air.

The stock was sometimes hobbled by placing hobble straps on the two fore ankles, and sometimes placing it on a fore ankle and a hind one. Mules were often tethered to ropes, 25 to 30 feet long, and there were many amusing incidents with the selection of favored spots for tethering, and no teamster was permitted to encroach upon ground appropriated by another. After leaving Ash creek buffaloes were scarce for a few days, but soon became exceedingly abundant, and these larger herds are very dangerous, sometimes they come near the camp causing a stampede of the animals. A company in 1834 lost twenty or thirty animals in this way, and hunters have lost their horses, when dismounting to go into the herd horses become frightened and leave them.

It was now the 11th of June, and the Arkansas was giving some apprehension, for up to this time they had remained on the north side of the stream. There was some little sign of the June rise, and a few warm days in the mountains would start the rise at any time. They determined to avoid any unnecessary difficulties in crossing the river, and the Arkansas was crossed without difficulty and they proved oxen are better than mules for crossing rivers, as the mules often become frightened, and have been known to balk in the middle of the stream and had to be taken out one at a time, and others sent in to pull the wagons to shore, all this means the teamsters are in the water during this change. Rattlesnakes are common on the prairies and as there are no sticks or stones, the popping of the pistol, or sharp crack of the rifle is often heard. Doctor Gregg tells of running into a nest of rattlesnakes on the southern border of the Arkansas, in which he first writes there were thousands, but afterwards counteracts that by saying hundreds coiled up or creeping around in the grass, and while the rattlesnake, next to the Gila Monster, is the most dangerous and very poisonous, yet nature has given it the instinct to give warning before it strikes, thus making it practically harmless.

The Stegmiller House at 708 Westport Ave built in '55 by Joseph Stegmiller with money earned by shoeing oxen—

Courtesy of The Kansas City Star.

They dispatched this colony of rattlers in a short time with guns and pistols for they are not swift runners. During this skirmish of the rattlesnakes he tells of a young colt that ran into the drove of stock, and a mule taking after it, and a second mule, joining the fracas as an assistant to the colt, and the battle raged so fiercely the teamster finally shot the colt before he could control the mules.

That evening they reached a spot where they went into camp, on the opposite side of the river from the "Caches." The story of them is told in the beginning of this article. The holes are still visible where the party deposited their money and valuables when left afoot by the Indians.

A few miles from this the one hundredth degree of longitude west from Greenwich is passed possibly where Mountain Time begins now as you cross in the Santa Fe train. This line running from the Arkansas to Red river, formed the boundary line between the United States and Texas at that time.

Passing up the Arkansas river for more than 100 miles the members of the caravan were now facing that dreaded stretch of barren waste between thee Arkansas and the Cimarron rivers, the experience of others filling many pages in the write-ups of the unfortunate parties. They were to strike across the desert the next morning, the whole party was busy preparing for the "water scrape" as these stretches are called, where they leave the streams and must take their supply of water sufficient to last them until they reach the next water.

This is truly the "grand prairie ocean," for not a single landmark is to be seen for more than forty miles, all as level as the sea, and the compass the only guide. All are advised to have five-gallon casks, and on the 14th of June the command was given to "fill up your water tanks." June 14th, after leaving the river they had a long, heavy pull among the sandy hillocks, but soon the broad plain opened. Soon after leaving the river a French doctor of the company fearful lest his carriage would turn over on a sidling road, got out and attempted to brace it up on the hillside, but it proved too much for him and upsetting caught him under it, and for a while they feared he was lost to them, but he finally revived.

The next day they had a fine shower giving them plenty of water. In crossing a swollen brook one of the wagons upset, on account of unruly oxen, for when oxen are thirsty and seeing water ahead, on a hot day they may make a break for it regardless of consequences. In a few minutes an acre of ground was covered with the rescued calicoes from the upset wagon, while all were busy assisting the owner to extricate his load and wagon from the stream, they noted the advance of some object in the distance. At first thought they supposed they were buffaloes but soon identified them as horsemen, and upon their approaching nearer they were bearing a U. S. flag, and

that they were a band of Sioux Indians, 80 in all, who were warring on the Southwestern nations. The sign language was the only way of communication, and they informed them that an immense number of Indians was just ahead of them on the Cimarron river, Blackfeet and Comanches.

Descending into the Cimarron valley on the 19th of June there appeared a band of Indians on horseback, coming out from the ravine. There was no merriment in this for at last they were up against a genuine alarm, and these were only the vanguard of a countless host, who were pouring over the opposite ridge, and galloping directly toward them. Wagons were quickly but irregularly formed and many men were found unprepared to meet the emergency. Guns were empty—some would not fire, having been wet in the last rain, etc. Exclamations were heard on all sides, one calling for balls, another for powder, and a third for flints. One said; "I've broke my ramrod," another, "I've spilt my caps," another, "I've rammed down a ball without the powder," and "My gun is choked, give me yours," and other like expressions—showing the general confusion.

Some of the daring ones bolted off at once, others took stands behind the wagons. The main body of the Indians, possibly 4,000, approached and the chief came out with his calumet which he smoked and passing it to the captain, he also smoked, and seeing the squaws approaching, their fears were allayed. The Indians went into camp and the caravan pushed on, and while they were on the banks of the Cimarron river there was no visible water. Marching up the stream and still no water, then thinking they were on Sand creek instead of the Cimarron, after a few miles their advance was checked by some sand hills, that forced them to turn westward, and they continued that way for that day, finding none at all the next day, and by noon they became frightened, feeling they were lost on that terrible and dreaded desert. A council was called and they determined to go northwesterly in search of the dry ravine they had left behind them. Just then two Indians approached, bringing in the horse they had lost the night before, and upon inquiry about water they led them to the Cimarron. It is quite evident from all this wandering there were no wagon tracks to follow across the desert waste, but to one knowing how soon all tracks are obliterated in a desert sand storm this is not surprising.

Pitching their camp in the valley with plenty of water for men and beasts they possibly felt like taking a rest, but this feeling was soon dispelled, for at midnight, they were awakened by a cry of alarm, the thumping of Indian drums was heard, accompanied by occasional yells, which was construed as "war whoops." After the whole company had been under arms for an hour or two they were again aroused with the announcement, "The Indians are coming, they are in the very camp." They were all up and ready for them, but when they approached there were only eight or ten in number and they were sent away by signs to wait until morning.

The following day they began to flock around us early, and it seemed hard to get rid of them without violence, and after they had gone they missed a pig of lead, that had been carelessly left on the cannon carriage. A small band of warriors serenaded them, marching around the camp with a monotonous song of hee-oheh's. The uneasiness increased and it was quite gratifying the next morning to know every man still retained his scalp.

They started early the next morning but the squaws were equally alert, had geared their dogs, and loading them with their lodge poles, kept closely in their wake, but most of them left during the day.

Several of the chiefs overtook them again the next day, seeming anxious to renew their "Treaty of Peace." Some fifty or sixty dollars worth of merchandise was given them and they seemed satisfied. Wet weather was now approaching and the thunderstorms in this region are very severe, and the guards becoming very careless, so much so, Captain Stanley thought of resigning his office.

After following the Cimarron for several days they reached "Wilson Bar" where they rested at noonday, two or three hours. The animals were turned loose, with a day guard to watch them. Those who had finished their dinners were just beginning to enjoy a siesta when the cry of "Indians," turned everything into confusion. From an opposite ridge a mile distant the savages were seen coming upon them at full charge and their hideous yell resounded throughout the valley. Quoting Doctor Gregg, as he says: "Such a jumbling of promiscuous voices I never expect to hear again." The men all seemed to turn to captains at once and cries of "Let's charge 'em boys," "Fire upon 'em boys," "Reserve; don't fire till they come nearer," while the voice of the captain could not be heard. A popping salute, and the whizzing of fusil-balls over our heads soon explained their intentions. The men returned the fire, but they were too far away to reach them. The would-be cannoneers then surrounded the artillery, but while they were discussing the elevations the Indians fled. One or two were fired, but grounded about half way, yet they probably had the desired effect, for Indians have no desire to face cannon balls. There were probably one hundred Indians supposed to be Comanches.

Doctor Gregg says, "These frequent inroads of Indians amount to little," saying: "In the course of twenty years, since the commencement of this trade, I do not believe there have been a dozen deaths on the Santa Fe route, even including those who have been killed off by disease, as well as by the Indians. The following day they encamped near the "battle ground" famous for a skirmish a caravan of traders, in company with a detachment of Mexican troops under the command of Colonel Viscarra made in 1822 with a band of Gros Ventres. The caravan and Mexican troops went into camp approximately near each other when a band of 120 Indians appeared.

The Americans passed into the camp of the Mexican commander. The Indians seemed disposed to remain until morning. So the colonel

promised they should be disarmed for the night, but they made some excuse until a favorable opportunity, when they sprang to their feet, raised a fearful yell, and fired upon the unsuspecting party, their aim seemed to be at the colonel, but a Texas Indian is said to have rushed in between, receiving the ball, instantly expiring. The Indians were pursued several miles into the hills, a considerable number being killed or wounded. Not an American was touched, but a captain and two other Mexicans were killed.

The last day of June the caravan arrived at the "Upper Spring" which is a small fountain breaking into a ravine that runs into the Cimarron river. At noon they halted at the brook below and then branched off toward the Canadian river, about 30 degrees south of west. Several of the men visited this spring climbing through the green briars and grape vines which with wild currants and plum trees were all bent with unripe fruit. This was a wonderful spring bursting out of the mountain side and the cooling, pure water was well worth the climb of half a mile and back to the caravan below it.

There was now a plain and visible track before them, although they were still 200 miles from the city of Santa Fe. Avant Couriers, known in prairie parlance as runners now began to make their appearance. They did not remain in the camp at night, but were simply advance agents, similar to men who meet you on trains in California known as "boosters."

The second day after the visit of the runners, they encamped at McNees Creek, the Fourth of July. All should know what it means to a party of two hundred red blooded Americans, when they watch the dawning of the "Day We Celebrate." The roar of the artillery and the crack of the rifle was heard as they expressed their joy and tried to curb their exuberant spirit, as they felt the trickle of patriotic blood through their veins with the proud thought they were American citizens. Early in this chapter was given the history of McNees creek. The next day's march brought them in front of Rabbit Ear Mounds, which could be seen at a distance of eight to ten miles south of them.

The first caravans crossed to the south of these mountains, having abandoned this route at "Cold Springs," where they encamped July first.

Proceeding on their march they met a horseman, and as all Mexicans dressed in a peculiar costume that would excite an American's curiosity, so this one had them guessing, for there were few prouder beings on earth than a Mexican on horseback, with his silver spurs jingling, his fine sombrero, long heeled boots, fancy vest and hunting jacket, with a full set of instruments of destruction, necessary to show his rank among his companions. This man was a buffalo hunter, a Cibolera. He saluted with demonstrations of joy, which were returned with equal delight by the men of the caravan, for they had seen but few since they had left home who could impart anything

to them of what was going on in the world, and especially at Santa Fe. They plied him with many questions, and he imparted some very sad news to them about Captain Sublette and party who were in front of them. Captain Sublette had a terrible experience on the great desert waste, and Captain Smith, one of his best lieutenants lost his life when he went off by himself hunting for water and the Cimarron. He had found it and was quenching his thirst when an Indian arrow struck him. Before they killed him he shot several of them. This Cibolera also furnished them some bread and dried buffalo meat, all quite welcome as their supply was getting low.

They were now approaching the Round Mound, one of those sentinels of the desert that seems to spring out of the plains unexplainable. It is a beautiful cone rising 1,000 feet above the plain. The change in atmosphere had crept upon them so imperceptibly, they did not realize it until some of them proposed to climb that mound to view the country. Many started but few arrived, for they thought it was one-half a mile distant, none put it over three-quarters of a mile, but after the greater number dropped back, a few made the three miles and were well paid for their perseverance. The tenderfoot of the east is often fooled when he goes west.

The "Mirage of the Desert" or as commonly called "false ponds" are a great curiosity to travelers on the plains. These atmospheric illusions have always been a source of much speculation as to their true cause, but they can be classed by unscientific observers under the general head of "optical illusions." Some of the party succeeded in topping Round Mound and their view of the country for 100 miles and the view of the caravan as it passed near its base, was well worth while—a picture in Gregg's book. That night after passing Round Mound something frightened the cattle in the corral and the only stampede on the trip occurred. They broke out of the corral, and while the caravan moved on the next day, the searchers brought in most of them, but five or six were lost. Rock Creek was the next station. The region through which they were now passing was rough and passing the "Point of Rocks" they found a fine spring of water, though small. The next day they reached the Canadian River, only a rippling brook, called by the Mexicans Rio Colorado, by Americans Red River, but the true Red River is 100 miles south of this road. In descending the Colorado river they met a dozen or more Americans from Taos, some sixty or seventy miles distant.

Before reaching the stream the custom officers met them, bringing a military escort to guide them into the capital. Being beyond all danger of Indians soon after reaching the Colorado river the organization was disbanded. Each division proceeding separately. They were still 140 miles from Santa Fe. The next stopping place was San Miguel, the first Mexican town, and fifty miles from the Colorado river we pass Mora. Mora means mulberry and they have

them there, and then we pass Galinas creek, and as Galinas means hen and they see the first Mexican rancho, it may be possible they may have gotten their first fried chicken there.

After the rancho in twenty miles they entered the first settlement of any note upon the route, San Miguel, with its mud wall huts in the valley of the Rio Pecos, a little stream which ripplels from the snowy mountains of Santa Fe, from which city this village is nearly fifty miles. The road made a great southern bend here to find a passway through a spur of the mountains, which were then cut up into detached ridges and table lands. A few miles before entering the city the road again emerged into an open plain, and the men once more saw corn growing and wheat fields, and found they were approaching the city, even in the suburbs and possibly they welcomed the sight of Old Santa Fe as some the first sight of the City of Jerusalem. The wagoners, teamsters, all put on their best for a triumphant entry into the city, for Mexicans have many holidays and the arrival of a caravan was sufficient.

Doctor Gregg went into Santa Fe in advance of the Caravan, some five or six days, and was a close observer of the preparations for the reception of the caravan. The wagoners and teamsters, and whole body of men were freshly shaven, and they donned their best suits, and even fresh crackers were put on their whips as the imposing entry was escorted by the military through the streets of the capital, and at night they were expected to mingle with the fair senoritas in the Spanish fandango dance halls and other places of amusement. The capital was in gala attire, and the jollifications are kept up for several days. In the meantime the "Inspectors" had taken charge of the cargo. They were not unusually strict, only satisfying themselves that no contraband articles were concealed, making out their tariff sheets for the Government. Tariff imports were 100 per cent on cotton goods. Governor Armigo established an arbitrary tariff of his own, exacting $500.00 for each wagon, large or small. This he could not maintain, so it was changed.

While this sketch tells the story of a single caravan in the early days of the Santa Fe trade, and does not enter into that which followed, when Old Westport was the starting point, and later Kansas City, the chief benefactor of the immense trade, which made it world wide as the greatest inland wagon road in the history of the world, we trust it will give a correct and true picture of the early day of the commerce of the southwest which has been retained by the energy and thrift of our Kansas City Spirit to this day.

Doctor Gregg made a return trip from Santa Fe, New Mexico, to Independence, Mo., in the year 1838 in 38 days. He was with a party of 23 men returning with $150,000.00 in specie, the returns from their merchadise. The trail across the desert waste was a plain road in 1834. The trail was about 780 miles, as shown in the table below.

TABLE OF DISTANCES FROM INDEPENDENCE TO SANTA FE

From Independence	M.	Agg.
Round Grove	35	
Narrows	30	65
110 Mile Creek	30	95
Bridge Creek	8	103
Big John Spring (Crossing Several Cr.)	40	143
Council Grove	2	145
Diamond Spring	15	160
Lost Spring	15	175
Cottonwood Creek	12	187
Turkey Creek	25	212
Little Arkansas	17	229
Cow Creek	20	249
Arkansas River	16	265
Walnut Cr. (up Ark. R.)	8	273
Ash Creek	19	292
Pawnee Fork	6	298
Coon Creek	33	331
Caches	36	367
Ford of Arkansas	20	387
Sand Cr. (leave Ark. R.)	50	437
Cimarron R. (Lower Sp.)	8	445
Middle Sp. (Up. Cim. R.)	36	481
Willow Bar	26	507
Upper Spring	18	525
Cold Spr. (leave Cim. R.)	5	530
McNees's Creek	25	555
Rabbit Ear Creek	20	575
Round Mound	8	588
Rock Creek	8	591
Point of Rocks	19	610
Rio Colorado	20	630
Ocate	6	636
Santa Clara Spring	21	657
Rio Mora	22	679
Rio Galinas (Vegas)	20	699
Ojo de Bernal (Spr.)	17	716
San Miguel	6	722
Pecos Village	23	755
Santa Fe	25	780

CARAVAN IN FOUR COLUMNS, WESTERN KANSAS.

CHAPTER XV

WESTPORT LANDING

Why is Kansas City? Answered. West Bottoms. Chouteau opposite Randolph Point. Chouteau's family. First settlers of St. Louis, also Kansas City. Fur companies. John Jacob Astor. Canadian fur companies. Missouri Fur Company. John C. Fremont. Flood 1826. County organization 1827. French settlers. McGee Farm 1828. Ferry at Randolph Bluffs 1828. First roads. Early land owners. Early life and customs of French settlers. Rev. Father Donnelly. The Indian removal. New reservation. Westport laid out. Isaac McCoy 1831. Chouteau's warehouse. The earliest known name, Westport Landing. John C. McCoy. Wm. M. Chick. President Andrew Jackson.

Thus far this history in its preceding chapters has been preparing through the relations of its environments, and the natural resources coupled with the leading events which formed the foundation upon which the pioneers began to erect the city proper. There arises in the thoughts of engineers and those who look toward the future in founding a city the question as suggested at this day by the "Who's who" columns, a similar one "Why is Kansas City?" To answer this, the plainly evident fact to every thinking man, was when he took a perspective view of the great bend in the river, the paramount thought immediately suggested a city within the radius of a few miles from the mouth of the Kaw at no distant day. The Missouri river was and is today the longest river of the world, and here at the mouth of the Kaw, where it comes the nearest to that great southwest which had demonstrated that nothing less than a metropolitian city would be able to take care of the ever growing trade, as shown by statistics prepared by Doctor Josiah Gregg up to 1837. This, too, was the border line of the white civilization, the Indian still had possession of all the country beyond, thus precluding any thought of a city on the other side of the Kaw.

The marked advantages were plainly seen, and just as natural as the cow path or the buffalo trail leading on the desert to a known water-hole or stream where their thirst could be quenched, so our conclusions followed; however, while everything looks so plain to us now, as if no other spot on the Missouri river could have been selected, the struggle in after years proved there was a difference of opinion, as will be manifest as the events are given in their chronological order. Leading up to the founding of Kansas City, suppose the perspective as presented to the early settlers, first the French voyageurs, and the traders, who within twenty-five to forty years after the founding of St. Louis in 1764, had found abundance of fur-bearing animals on the streams, such as the Big Blue and the Kaw, as to make their trade profitable. What has been known heretofore as the West Bottoms was then densely timbered, and known to have a bountiful supply of every known variety of wild fruits, berries, nuts,

and the rivers and lakes yielded many varieties of fish, as well as eatable fowls, such as ducks and geese, while upon the borders of the timber the finest of game, the wild turkey, the prairie chicken, the quail, and the elk, the deer and the buffalo were easily obtainable, so that as the Indians had existed with such environments for centuries, without a struggle or worry, only a pleasant past-time to them, it is not strange that an adventurous Frenchman should make a clearing in the bottoms about where Armour or Fowler packing plants are now located, and possibly some fifteen to twenty families had built their cabins in this vicinity when Lewis and Clark went up the river, landing on Kaw's point on the Kansas side in 1804, remembering DeBourgemont had passed along this way some eighty years before, in 1724.

There is very little known about these early French settlers, but from the straggling accounts that have come down to us, there is no doubt that they were the first settlers within the boundaries of Greater Kansas City. It is sometimes given as high as thirty families, but they were simply trappers and traders with the Indians, and the subsequent events, made but little difference to them.

Looking out on the great perspective from any of the high bluffs at that day, say the culmination of Penn street at Fifth, and the great bend presented such a view as immediately became attractive, and indicated that the waters of the mighty Missouri rounding the great bend, would ever strive to reach the point of rock, as presented by the bluff, at Delaware, Main and Grand avenue, before it would turn from its natural course. The bottoms all along from the mouth of the Kaw, all made land, gave no assurance of stability, that a concentrated current of the Missouri river, after mingling with and breaking the force of the Kaw, would not continue to undermine, and erode the great sandy banks, thus constantly changing its main channel annually, so that this point was the only spot this side of the Kaw's mouth that logically could be considered as a stable landing for steamboats. As the river continues its course eastward, it again flows along that great body of made land in the East Bottoms, subject annually to changing of channel, and the erosion of its banks, so there was not presented any point other than the one selected at the foot of Main street where the rocky bluff presented a formidable barrier for any further encroachment upon the land.

The settlement of Westport has been shown as the natural outcome of the traders engaged in the Santa Fe trade, stopping and camping just on the border of the Indian country, at Little Santa Fe, upon the high prairie, where they had plenty of breathing space outside the over-cramped town of Independence, where also an abundance of grass as feed was obtainable for the assembling of the great caravans. Even while Independence still held the key to the landing of the boats, gradually this great camp extended until the necessity of Westport became apparent.

Pierre M. Chouteau had been excluded from the trade of the Osage Indians by DeLisa and therefore sought newer fields farther up the river, and landed at a point opposite Randolph Point in 1821, selecting it as the most suitable site for establishing his new trading post to control not only all the upper Missouri river trade but the Kaw and Big Blue river.

Chouteau selected this site for several reasons, first it was plainly visible far up the Missouri, even to Old Quindaro point, as the small craft coming down the Missouri river could easily distinguish it, as Randolph Point was the most prominent bluff on that side of the river, the first after passing the mouth of the Kaw, and the boats coming down the Kaw, made direct for this point. The current rounding the point was very swift, making that side undesirable as a landing for small craft, canoes and keel boats. Chouteau made a wise selection for the purpose of his trading post, not only on account of its visibility from the mouth of the Kaw to Indian canoes as they rounded Goat Island, but on account of the island near the site known as Chouteau's and afterward as Mensing's island, which served to make it a protected harbor, as his light boats had little difficulty in making the landing in the chute on the south side the island, and also as he controlled the island the Indian canoes had an easy landing place. Also a suitable place for them to set up their tepees, giving them an isolated place for their village, where they would feel free, and avoid the annoyance of having them around his trading post. Pierre Chouteau was the most popular Indian trader in Missouri, and at that time had great influence over them. Being some fifty to sixty years of age, his experience with the Indians was very valuable, and this location of a trading post on this chute, protected by the bluffs from heavy storms, and giving almost calm lake waters in which to anchor his small craft, was ideal.

While Chouteau had selected an ideal site for his warehouses and trading post he had not yet encountered one of the great floods which periodically has visited the Missouri and Mississippi valleys about every thirty to forty years, the last one of any special note being 1785, about 41 years, when St. Genevieve, on the Mississippi, was swept away that year. The flood of 1826 swept all Chouteau's warehousees away and he escaped with part of his salvage, and afterward moved his family to Chouteau's trading post on the Kaw, ten miles above the mouth, kept by M. Chouteau. Chouteau rebuilt his warehouse farther back, some say about where Kelly's mill is today, and others say farther in, even to Guinotte's addition, but the conditions were changed, and now steamboats were the chief transporters of the merchandise from St. Louis as well as the transportation of hides and furs to St. Louis, and while the canoe and keelboat sought the shallow waters, avoiding the current or channel coming up stream, and a shallow and protected spot on which to land, the steamboat sought the opposite, desiring to find the deepest water, and a perma-

HOME OF JUDGE WALTER AND SARAH JOHNSON BALES.
Built in Early Thirties, 1830 to 1834, About 14th and Benton Boulevard. William Bales' Birthplace.

nent landing, where the channel would always hug the shore. We have endeavored to show that every requisite in this respect was found in the steamboat landing first selected as Westport Landing. These landings are conspicuous along the river, now after the century has passed, since the first boats were moored at their wharfs, and we know of one, that at Glasgow, Mo., that has proved permanent, while Brunswich was built at the mouth of Grand river, and now the Missouri river is several miles away.

There are some discrepancies given in different histories in regard to the Chouteau family, and so far, after diligent search and special inquiry, this compiler is unable to make a satisfactory genealogy of this family, who undoubtedly stand out as the first permanent known settlers of St. Louis and also of Kansas City. This much we may give as authenic so far as relates to the first settler of St. Louis, and really the only direct descendant of the first Chouteau who came over from France in the early part of the eighteenth century, possibly in the early '40s.

THE FUR COMPANIES

As in all primitive business methods there arises at some day a master mind which, grasping the crude methods suitable only to the single trapper and later the trader, so in the competitive keenness for the Indian fur trade, there arose a man whose far-reaching foresight comprehended the world-wide expansion that would some day come to the fur trade of the west and northwest. Great fur companies had been established in Canada, and after the initial movements of these great companies around Hudson's Bay, and stretching westward along the Canadian border, there branches off from these companies a New Yorker, John Jacob Astor, who in 1807 began business for himself, organizing in 1809 the American Fur Company, and as these master minds, such as Auguste Chouteau and his half brother, Pierre M. Chouteau, had been giving systematic shape to collection of furs in Missouri through their various trading posts, and visioning the extension of their trade up the headwaters of the Missouri and, since Lewis and Clark's expedition, had opened the territory down the Columbia river, even to the Pacific ocean.

About 1809 and 1810, the intention of these great Canadian companies to establish trading posts across the continent from the Mississippi and the Great Lakes down the Columbia river to the ocean, caused a general movement of the great interests at St. Louis in order that this inevitable future trade should not be directed to the Canadian companies.

A company was formed at St Louis known as the Missouri Fur Company of which Manuel Lisa, a Spaniard, was the leader. This company began to push its posts out, and the establishment of Pierre Chouteau's post at Randolph Point, was one of the first, and Pierre Chouteau afterward established one of his posts at Fort Pierre, South Dakota, after whom the capital of the state is named.

The history of these fur companies is very interesting, but on account of the unfortunate killing of Blackfoot Chief there arose a hostility of those Indians, and the American companies were compelled to withdraw from their territory. In 1810 Mr. Astor started his Astoria enterprise, of which Washington Irving wrote such an interesting history. There is given in another chapter under steamboats, the rivalry which existed between the American Company and the Missouri Company, in the second expedition of the American Company under the charge of Mr. Astor's chief manager, Mr. Wilson P. Hunt, and the second expedition of their strong rival, the Missouri Company, under Manuel Lisa, in which Lisa made the most remarkable time ever made by any boat on the Missouri, before the steamboat period.

During the war of 1812, the demoralizing effect over the whole country naturally had its effect on American companies operating on the Canadian border, and the Astoria enterprise failed, and in 1813, the Missouri Fur Company was merged with the American, and in 1819 a branch house was established in St. Louis, under a new general director, Samuel Abbott.

The Chouteaus and others who were connected with the old Missouri Company became connected with the American. Auguste Chouteau, the eldest son of Pierre Chouteau, who first came from France, and his half brother Pierre M. Chouteau, who was the oldest son of Madame Chouteau, after her marriage to Laclede Liguest and their removal to St. Louis, and it was this Chouteau who established the post at Randolph Point, and other points, as he was the most popular of all the Chouteaus with the Indians.

There seems to have been three brothers of the Chouteau family connected with the posts at or near Kansas City. The first, Pierre M. Chouteau, the one who had done all the leading pioneer work with the Osage Indians, and was known in the early settlement of St. Louis as Captain Chouteau, was the chief one who established the first post at Randolph Point, and Francois Menard and Frederick, were connected with the other posts on the Kaw river, also one Cyprian Chouteau.

Chouteau established at Randolph Point the principal post for all the Indian territory to the Kaw, the Missouri and the Platte, and while it was the natural central point for the trade by water, it was also nearest by land transit to the valleys of the Osage, Neosho and Arkansas and Indians of the plains.

Chouteau brought with him some thirty men, all employed in service of the company as *couriers de bois* or voyageurs. These men were sent out into the interior where they established branch posts, and traded with the Indians, the post here being the main supply depot.

In 1825, Menard Chouteau and his younger brother, Cyprian, built a new trading post on the Kaw about opposite where Muncie is

JAS. M. McGEE HOMESTEAD, 19TH AND MAIN.
First Brick House in Jackson County, Built in 1845.

FATHER DONNELLY'S CHURCH, 12TH AND BROADWAY.

now situated. This post is the one where General Fremont fitted out his first expedition. Frederick Chouteau afterward joined his brother, Menard, at the post.

So far the post opposite Randolph bluff was filling every requirement. This second place became well known in after years as "Chouteau's Warehouse" and here the boats unloaded large amounts of freight for the Indians, as well as for the trade with Santa Fe and Northern Mexico which subsequently sprang up here. Soon after the flood the men who came with Chouteau in 1821, and others of the French voyageurs and traders, who had been living with the Indians in the mountains, began to gather here with their families to settle, and thus was established that wonderful French settlement, which for nearly a quarter of a century existed here, while Independence and Westport were becoming live frontier towns. This French settlement was never very large, probably never exceeding two dozen families.

There is but little known of their exact locations, but one, Louis Bartholet (Grand Louis), is said to have settled on the bottom north of the junction of Fifth and Bluff streets, which at the present day would be a point about north and west of the open span of the Hannibal bridge. Calise Montardeau, one of the first ferrymen in Clay county, settled at the foot of Delaware street, opening a farm of a few acres on the hill, possibly at a point where the old Pacific house would have been its central point. Louis Uneau adjoined him on the east, about the foot of Main street, and Louis Roy, whose son established the first ferry across the river, afterward at this point, settled on the low lands a little below the foot of Grand avenue. There were quite a number of others who were identified as among the first settlers at the Kaw's mouth, but it is not known that they were among Chouteau's first men in 1821. A few whose names have been preserved are: Gabriel Prudhomme, Gabriel and Louis Philibert, Clement Lessert, Benedict Raux, Pierre LaLiberte, Louis Tromley, Benjamin Lagotrie, John Gray, Major Dripps, Louis Tourjou, Louis Ferrier, M. Vertefenylle, M. Caboris and John LeSarge.

WESTPORT LANDING

These French settlers all antedate what was afterward known as Westport Landing, for we were still in the country of the Indians until 1825 and even thereafter, for Jackson county was not yet formed, and while Clay county had been formed, all north and east of it, even up into Iowa, was occupied by the Sac-Fox and Iowa Indians. The country on the south side was still subject to incursions of the Osages and the Kaws, who occupied the twenty-four mile strip, and all country on the west, running from the Platte river to the Arkansas on the south. Through all the country, posts had been established, which the general agency supplied.

After the extinguishment of the Indian title to the twenty-four mile strip, in 1825, it was lawful for settlers to occupy land in Jackson

county. These early settlers had to go to Cyprian Chouteau's warehouse on the Kaw to trade pending the rebuilding of Chouteau's warehouse in the East Bottoms.

The first white men other than the French traders who became connected with the Kaw's mouth settlement, were the attaches of the Kaw Indian agency, established in 1825, but they were also Frenchmen, with the single exception of Daniel Morgan Boone. The agency consisted of Baronette Vasques, sub-agent; Daniel Morgan Boone, a son of the celebrated Daniel Boone, farmer; Clement Lessert, interpreter, and Gabriel Phillibert, blacksmith. They established themselves at the foot of Gillis street, near where Chouteau's second warehouse stood. The first white man not included in the above agency and the French traders, to establish a home within the present boundary of Kansas City, was James H. McGee, who settled here on a farm now known as McGee's addition in 1828.

The county was organized in 1827, and settlements were made in the eastern part of the county, around Independence and Westport, but outside of McGee's farm there was but little interest taken in the settlement for some years, and it was considered as the old French settlement. A ferry had been established at Randolph Bluffs by the grandfather of the "Younger boys" prior to 1828, but other ferries had been in operation from the Clay county side prior to this time.

The first road from this settlement, that is from Chouteau's warehouse, led over the hill up the ravine about where Forest avenue now is, running southward nearly to Twelfth street, then southwest to about the intersection of Broadway and 17th street, and from there it descended the hill, and bore south to Westport as now, and thence west into the prairie. It is not definitely known when this road was first used, but must have followed a cow or horse trail, after the first settlement to Westport opposite Randolph Bluff in 1821. This road was afterward met by the road from Independence to Westport, which crossed the Blue river at 25th street and after emerging from the bottoms about along the general line of 25th street to Jackson avenue, thence diagonal to 27th street, westward to Prospect avenue, thence from 31st street and Prospect winding along the higher ground crossing Troost and Harrison, where it descended the hill, crossing the creek at Harrison street between 36th and 37th streets, running due west to the north of the great Cave Spring, which came out about what is now 37th and Charlotte street, passing westward until Cherry street is passed, when it passed down the hill, crossing the stream that ran down what is now Gillham road on a bridge and thence passing the present marker now located on the Gillham road, taking a southwest course up the hill through the ground occupied by the Junior High School, thence following 39th street to Westport avenue. In the years following McGee's location, in 1828, when the present location of Kansas City was one of those dense forests, with

heavy under-brush in the ravines, and only an occasional clearing where the Frenchmen had built their cabins.

Soon after the organization of Jackson county, in 1828, the General Government established a land office at Franklin, Mo., in Howard county, and Mr. James H. McGee was the first American to avail himself of the opportunity to enter land within the bounds of Kansas City, being followed by the original French settlers as the entries following will show:

ENTRIES IN TOWNSHIP 49, RANGE 33 WEST

November 14, 1828, James H. McGee, Sec. 5-7-8—320 acres.
March 3, 1829, James H. McGee, Sec. 5—80 acres.
December 10, 1831, James H. McGee, Sec. 8—80 acres.
May 2, 1833, James H. McGee, Sec. 5—40 acres.
June 18, 1831, Joseph Phillibert,—154.90 acres.
December 10, 1832, Joseph Phillibert, Lot 1—Sec. 6.
August 12, 1831, Louis Bartholet, Sec. 31—49.6 acres.
December 5, 1831, Francis Chouteau, Sec. 5—W. ½-N. W. ¼.
December 5, 1831, Francis Chouteau, Sec. 6—160.66 acres.
December 14, 1831, Gabriel Phillibert, Sec. 6—170.41 acres.
December 10, 1831, Clement Lessert, Sec. 6—80 acres.
June 2, 1832, O. Caldwell and H. Chiles, Sec. 5—Lot 1.
Nov. 8, 1834, O. Caldwell and H. Chiles, Sec. 5—166.41 acres.
November 8, 1834, O. Caldwell and H. Chiles, Sec. 8—160 acres.
June 2, 1832, W. B. Evans, Sec. 5—164.62 acres.
September 22, 1832, W. B. Evans, Sec. 5—Lot 1.
October 31, 1832, Calise Montardeau, Sec. 5—W. ½ Lot 2.
October 22, 1832, Pierre LaLibertie, Sec. 6—E½ Lots 1 and 2.
April 10, 1834, Benedict Raux, Sec. 6—166.46 acres.

TOWNSHIP 49—RANGE 33 WEST

December 10, 1832, William Gillis, Sec. 6—80 acres.
November 3, 1834, Joseph Jarboe, Sec. 7—80 acres.
December 17, 1835, William Bowers, Sec. 5—40 acres.
August 15, 1836, Francois Chouteau, Sec. 33—160 acres.

TOWNSHIP 50—RANGE 33 WEST

....., 1831, Gabriel Prudhomme, Sec. 32—271.77 acres.
April 9, 1832, Louis Roy, Sec. 33—53.25 acres.

From land donated by the General Government for a state university, was sold in 1832, and some tracts were located within the present borders of Kansas City, and purchased by the following, in Township 49:

James Johnson, E. ½-N. W. ¼, Sec. 4—40 acres.
James Johnson, S. W. ¼, Sec. 4—160 acres.
Daniel King, Sec. 4—162.72 acres.
Adeliza and Constantia Flower, Sec. 9—80 acres.
Joseph Boggs, Sr., N. W. ¼ of S. W. ¼, Sec. 9—40 acres.
Lilburn W. Boggs, S. W. ¼ of N. W. ¼, Sec. 9—40 acres.

From these entries it is evident that the settlements at the mouth of the Kaw were principally the original French settlers, and there was but little movement toward any great change until 1838, and that was only temporary, yet there were quite a few factors working that would soon lead to more settlement, and attract more energetic people than the early French settlers.

EARLY LIFE AND CUSTOMS OF FRENCH

There are some interesting papers left us by the Reverend Father Donnelly, in a contribution made by him to the Kansas City Journal, and before the details of the founding of Kansas City are given these customs, when it was known as a French colony and afterward as Westport Landing, belong to this period. At the Kaw's mouth, he writes of the French settlers saying: "They were very sociable, they had their innocent balls and dances, especially in winter. They got up their social assemblies on a novel but simple plan of their own. A select committee waited upon some settler and informed him a dancing party would visit his place on a certain evening. The party waited upon was reminded that his friends expected that he would have the indispensable *pot de bouillon* prepared for his guests; but what was this *pot de bouillon*? It was a rich, palatable soup, cooked in a large pot, composed of chickens, wild fowl, venison, and sometimes slices of buffalo meat, to all of which were added a few handsful of corn meal, with seasoning of small pepper, etc. The soup was quaffed from gourds, cups, dishes, etc.

"Messrs. Joe and Peter Revard were the parish fiddlers—two respectable brothers. All went to the ball—men and women, young and old—and all danced. It seems to me that some of your readers would like to ask, 'did the beaux escort the belles to the ball room, as they do in our polished times?' Not a bit of it. 'How then,' Why, the belles went, and returned too, by the side of their own affectionate mothers. Not only that, but the daughters took seats in the ball-room itself beside their mothers, and at the end of every dance the beau restored his partner to the same secure place. This too, is the proper etiquette among the old French themselves in 'La Belle France.' A most respectable gentleman, M. Northup, informed me that he attended these parties, that he never witnessed anywhere such real politeness, such guarded deportment, and such genuine, amiable, refined enjoyment, as he witnessed among the old French half-breeds of Westport Landing, at their winter balls and reunions. The strictest decorum, decency and politeness always prevailed.

"There was no liquor drank, no boisterous talk, no unbecoming word or act seen among them. All were happy, all danced, all partook of the *bouillon*. There were no quarrels, no contentions and no scandals, nor thefts nor wrongs, nor impudicity, no adulteries, no injustice, nor slanders, nor deceit.

"They took one another's word in buying and selling and they never broke it—they kept their word because there was honor among them of the Christian sort."

They were all Catholics, and brought their religion with them to the Kaw's mouth. Their first church at the foot of Troost, and afterward in the vicinity of 11th and Penn streets, will be described under the chapter on churches.

This condition of society was predominant and others accepted it, and it was generally recognized as the proper custom of the community until the Civil war.

In the winter time when the boats ceased to run, the great Santa Fe trade was discontinued for the same period, and while this stagnation of business continued, this great army of men, engaged in that trade, were turned loose on Westport, Independence, and the French settlement to pass the winter months, as best they could while waiting. Dances and festivals were numerous, and the conventionalities were not enforced as today, so that all places of the kind were crowded.

As the ice moved out of the river in the spring, sometimes as early as February but generally in March, the boats began to arrive, and the long festivities of the winter came to an end. The great caravans began to form, and everything must be overhauled preparatory for the long trek across plains and mountains. During the winter months the merchants at Independence and Westport, as well as the warehouse trade at the posts subsisted principally on the local trade and the Indian trade of the nearby territory.

At a very early date, another company known as the Rocky Mountain Fur Company, began to make the Kaw's mouth settlement its starting point. General Ashley of Missouri formed this company in 1822. Its forces made their first expedition up the river in keel boats in 1824 and across the Rocky Mountains. It was headed, in 1830, by William L. and Milton Sublett and Robert Campbell of St. Louis and from this time was known as the Rocky Mountain Fur Company.

Several of their expeditions started their trains from Chouteau's warehouse, following the road, out into the prairies, thence westward to the present site of Topeka, where they crossed the Kaw river and followed up the Blues, thence to the Platte and into the mountains above Cheyenne, no doubt the originators or the first pioneers of what afterward became known as the "Oregon Trail." There is given a chapter describing the Santa Fe trail in full, but there were also some very large firms who made their starting point from here for the west and northwest in addition to the great traders who had begun at Independence, and Westport for the Santa Fe trade. Among these were Major Dripps, Bent and St. Vraine, as well as Captain Bommeville, who started from Fort Osage in 1832, of whose expedition Washington Irving has given a very fine description. In 1832, Colonel Ellsworth, commissioner of Indian affairs, made this his

starting point when visiting the Indians west of Missouri and Arkansas.

THE INCREASING INDIAN TRADE

While the fur trade tributary to the French settlement was constantly increasing from year to year, and the exchange of commodities were building a foundation for a great trading point as the advantages were shown from time to time, there were other factors that developed from contemporaneous facts, in the orders from the government at Washington, in regard to the removal of the Indians to the west.

The British war closed in 1815, and there immediately followed an immense immigration to the west and northwest during the next ten years, which Mr. Schoolcraft in his history on the Indian tribes says, "No such movement of people into a new country was ever witnessed before in the history of the world."

This brought the whites in contact with the Indians in the great northwestern territory, in the present states of Ohio, Indiana, Illinois and Michigan, and in the southwest in Tennessee, Alabama, Mississippi and Louisiana, as the indigenous tribes still lived in these localities. The curtailment of their hunting grounds and pressure upon the Indians led to conflicts and often bloody wars, so that every year it was becoming more apparent that they should be removed to more distant localities, and gradually a policy of that character finally shaped itself.

REMOVAL OF INDIANS TO THE WEST

President Monroe, sensing the necessity of such a course, sent a message to Congress on January 27, 1825, formally proposing such a removal. Mr. Calhoun, then Secretary of War furnished Congress with a statement of the number subject to removal.

The whole number was 92,664, distributed as follows: There were in Indiana, Illinois, Michigan, Ohio and New York 12,250 which he proposed should be removed to the country north of Illinois and west of Lake Michigan. In Virginia, North Carolina, Tennessee, Alabama and Mississippi 53,625, which together with the Wyandottes, Shawnees, Senecas, Kaskakias, Munsas and Eel Rivers of the northwest, 3,082, the Seminoles of Florida, 5,000, and the remainder the Delawares, Kickapoos, Shawnees, Weas, Peorias, Iowas, Prankashaws, Quapaws, Osages and Cherokees of Missouri and Arkansas, he proposed to locate on the territory west of the Missouri and Arkansas, occupied at that time by the Osages and Kansas.

While this order of removal was generally considered a wise one, there was necessarily some opposition from the states.

Memorials were sent to Congress in protest from some states. The Indians were receiving annuities from the government, and these annuities were a valuable item of business, which they desired to retain. There were many wild stories circulated as to the sterility

FIRST SCHOOL AND CHURCH IN KANSAS CITY, 11TH AND PENN.

and uninhabitableness of the country, and the communications from General Clark of Missouri and others who were well acquainted with the country from expeditions they had made through it, were inadequate to quiet the dissatisfaction caused by such misrepresentations. Delegations of Indians were sent out to examine for themselves, and among these delegations was one consisting of representatives from several tribes in the northwest, under the leadership of the Reverend Isaac McCoy, the father of John C. McCoy the founder of Westport. This party crossed the country and crossed the river on Younger's ferry at Randolph Bluffs, in 1828, and pressed on into the Indian country west of Missouri and Arkansas.

These delegations soon convinced the Government and the Indians that the country was suitable for their occupancy, and Congress on the 28th day of May, 1829, passed an act authorizing President Jackson to cause the removal of the Indians, alloting to the different tribes their proper proportion in the new territory.

The Kansas tribe had, in 1825, ceded to the Government a goodly portion of their lands, so that was immediately available for allotment, and in 1833 the Pawnees were induced to relinquish the title to that part of land in Nebraska lying between the Platte and the great Nemaha for the same purpose.

INDIAN REMOVAL

After the authority given by Congress, President Jackson caused the necessary treaties to be made with the following tribes: with the Creeks, April 4, 1832; with the Seminoles, May 9, 1832; the Appalachaooches, October 11, 1832; the Chickasaws, October 20, 1832; the Kickapoos of Missouri, October 24, 1832; the Pottawatomies of Indiana, October 26, 1832; the Shawnees and Delawares of Missouri, October 26, 1832; the Prankashaws and Peorias, October 26, 1832; the Weas, October 29, 1832, and with the Senacas and Shawnees of Neosho, October 29, 1832. The removal of the above tribes followed soon after the treaties. By 1836, the Choctaws and Chickasaws, Creeks and part of the Cherokees and Seminoles, the Osages, Quapaws, Senecas, Shawnees, Delawares, Kickapoos, Weas, Peorias, Prankashaws, Kaskaskias, and Ottawas had located on the new reservations. Leaving out the Creeks these numbered 37,748. There were yet unsettled the Wyandottes, Chippewas, Pottawatomies and part of the Ottawas, besides some of the southern tribes.

NEW INDIAN RESERVATIONS

Most of the Indians were relocated soon after 1836, and occupied the following territory: Beginning at the Platte river in Nebraska Otoes occupied the country southward to the Little Nemaha; between the Little and Great Nemahas were half-breeds; south of the Great Nemaha arranged in the following order were the Iowas, Sac, and Kickapoos, the southern lines of the territory of the latter inter-

secting the Missouri river at Fort Leavenworth. The Delawares came next with a small river front but extending far back to the west. The Wyandottes occupied a triangular tract bound by the Missouri river on one side, the Kaw on another, and a line running diagonally from the Missouri river near Fort Leavenworth to the Kaw river at about the same distance from its mouth as Fort Leavenworth. (There is possibly some discrepancy in the time of this location of the Wyandottes, also as to their territory, as they did not occupy this land until in the '40s and there was some readjustment with the Delawares before their final allotment was settled.) The Pottawatomies lived west of the Wyandottes and south of the Delawares, their territory extending over the south side of the Kaw river. South and east of the Pottawatomies, extending to the state line of Missouri, were the Shawnees. South of the Shawness and on the Osage river were the Weas, Prankashaws, Peorias, Kaskaskias, and a band of affiliated Sacs and Foxes. West of these were the Kaws, and on the south of the Weas were the Miamis. Between these tribes and Fort Scott and extending from the state line on the east to the Verdigris river on the west was an unoccupied strip reserved for the tribes of New York. South of this strip, and lying along the state line to the Indian territory was the Cherokee country, and west of the Cherokees was the Osages. South of them and in the Indian territory were the Seminoles, Quapaws and an affiliated band of the Shawnees and Senacas. West of these was the larger territory of the Cherokees, and farther south lay the lands of the Creeks, Seminoles, Choctaws and Chickasaws.

These allotments occupied the entire coutry west of the Missouri river and the Missouri state line, southward from the Platte river in Nebraska to the southern line of the Indian territory, and extending west to the wild Indians of the plains, thus covering most of the states of Nebraska and Kansas and the Indian territory. About 45,000 Indians had been concentrated in this territory in 1836, and there was about as many more to come, making a total of 90,000 in the removal order.

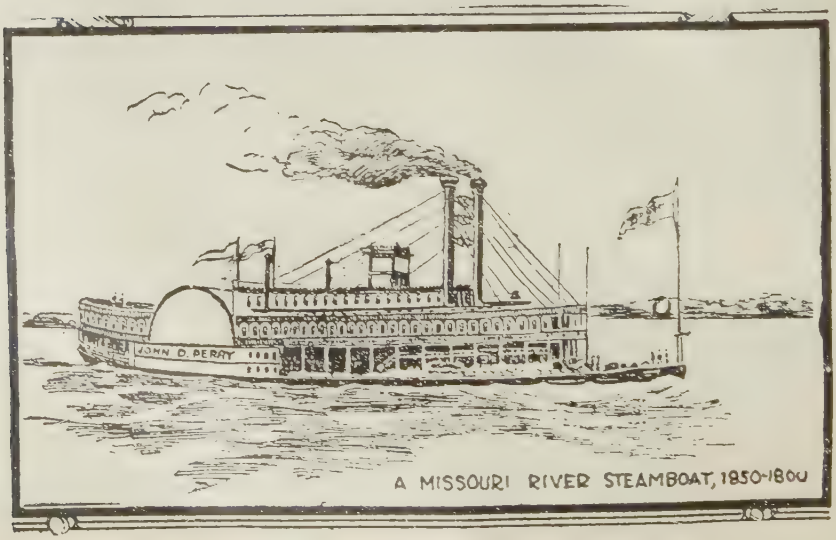
While these lands at this time seem ample compensation for their relinquishments, yet they had been given money in addition for their eastern reservations, the total amounting to $26,983,068, which when they came, was being paid them in annuities. Thus it is readily seen these Indians were far richer than they were in the east, and as their trade there was regarded as too valuable to give them up without many protests, these annuities were certainly acceptable when it was ordered they should be paid a greater part of it through Westport and Independence, and with the other factors soon began to effect the little French settlement at the mouth of the Kaw. While the 1836 movement of the Indians from 1832 to 1836 had but little effect on the French settlement, it had the effect of stimulating greatly other

THE YELLOWSTONE, ONE OF THE EARLY STEAM BOATS ON THE MISSOURI RIVER.

places along the border, and especially the town of Westport. After the Reverend Isaac McCoy had made the survey prior to the Indian removal, he entered the land four miles south of the French settlement in 1831.

As we have given in the chapter on Westport, John C. McCoy established the first trading post at Westport and in 1832 received his first stock of goods, by the steamer John Handcock, causing them to come farther up the river, above Chouteau's warehouse, about where Grand avenue now reaches the river. Thus as this steamer discharged its cargo in the woods at the foot of Grand avenue, it was the first landing that was made at what afterward became the Kansas City levee. Wm. M. Chick succeeded McCoy and recognizing the advantages of the superior landing at Westport Landing, ordered his goods to that point, instead of Blue Mills, while a few far-sighted men tended to lessen the burden of procuring their shipments at the foot of Grand. Independence and Westport still held the trade at Blue Mills up to and beyond the 40's, but the removal of the Indians, and the opening of the Platte Purchase in 1836, made the advantages too plain to be ignored longer.

We will begin the real settlement of the Town of Kansas in our next chapter.



A MISSOURI RIVER STEAMBOAT, 1850-1860

CHAPTER XVI

TOWN OF KANSAS

Review of Santa Fe trade from 1822 to 1837. Situation in 1838. The first ferry. Tendency to changing steamboat landing. Prudhomme estate. Commissioners report. Flaws in first sale. New sale ordered by court. Formation of first town company. Purchase of Prudhomme land. Sale of lots. Irregularities in sale; inability to make title. Name of first purchasers of lots. Correction of title in 1846. Benton's prophecies. Spalding's description of trade in early days. Westport Landing. McCoy's description. Mexican suppression in 1843. John C. Fremont. Wm. M. Chick. Flood of 1844. Effects of Mexican war. Beginning of Kansas City. Westport Landing merges into the town of Kansas.

A complete description of the Santa Fe Trail having been given, and the leading factors covering that trade, and other events from the establishment of the county of Jackson on December 15, 1826, up to and including the Platte Purchase of 1836, showing a decade in which much contemporary history bearing upon and leading up to the establishment of the town of Kansas, this chapter will lead us directly into the initiatory steps which withdrew the trade gradually from Independence and Westport and centered it chiefly at what had heretofore been derisively referred to as Westport Landing.

Before entering directly into the new order or change of this great trade which commenced with the organization of the state in 1821, and continued up to the date we give, 1838, as the initial date from which the first organizers conceived the idea of building a town on the river bank, Dr. Josiah Gregg has left us in his "Commerce of the Prairies" a table covering this trade from 1822 to 1837, and showing its increasing growth from year to year, and its magnitude at the close of the year 1837.

Years	Amount Merchandise	No. Wagons	No. Men	No. Proprietors	Taken to Chihuahua
1822	$ 15,000		70	60	$
1823	12,000		50	30	
1824	35,000	26	100	80	3,000
1825	65,000	37	130	90	5,000
1826	90,000	60	100	70	7,000
1827	85,000	55	90	50	8,000
1828	150,000	100	200	80	20,000
1829	60,000	30	50	20	8,000
1830	120,000	70	140	60	20,000
1831	150,000	130	320	80	80,000
1832	140,000	70	150	40	50,000
1833	180,000	105	185	60	80,000
1834	150,000	80	168	50	70,000
1835	140,000	75	140	40	70,000
1836	136,000	70	135	35	60,000
1837	150,000	80	160	35	80,000

There are no statistics available giving the extent of the fur trade with the traders or with the Indians at this time, but when the Santa Fe trade had reached the above proportions in 1837, it is reasonable to suppose the domestic trade had become equally as prominent. In the preceding chapters there has been given briefly the chief elements which actuated our pioneers in concentrated action in drawing the trade so well centered in Westport and Independence, and their original steamboat landings at Blue Mills and Wayne City. The situation of 1838 needs but slight reference to show why the time was fully ripe to start forward with more progressive ideas to meet the inevitable increase of trade which must come from the increase of population in the immediate environments by the settlement of some thirty or more thousand Indians, with their millions of annuities, a spot cash trade which must be nourished, as well as the great inrush of immigrants seeking homes in the new territory of the six rich counties included in the "Platte Purchase" that is the territory embraced in Platte, Buchanan, Andrew, Holt, Nodaway and Atchison counties. The state line had prior to this time run directly north from the Kaw's mouth to the Iowa line, and these new counties were opened for settlement in 1837.

FIRST FERRY

The settlement of the Platte purchase very soon marked the great importance for increased facilities for overcoming the great handicap on the Missouri River, in the way of ample ferries. It is true there were ferries established on the Clay county side, but none up to this time belonging to this side of the river, until Peter Roy, a son of Louis Roy, who settled at the foot of Grand avenue in 1826, established a flat boat ferry, and cut a new road through the woods from about where Walnut street crosses Fifteenth street down by the present junction of Main and Delaware streets, and thence down the deep ravine which followed down Delaware to Sixth street, thence across to Main and Fifth streets, diagonally across the public square, and thence to the river a little east of the present line of Grand avenue from Third street down.

The opening of the road presented a very urgent factor in the changing of the Santa Fe trade, from Independence and concentrating it here. The ferry established by Mr. Roy was run by him but a short time, when he sold it to James H. McGee, who was then living on his farm south of Sixteenth street, and within the year McGee sold it to Reverend Isaac McCoy in 1829, who conducted it until 1843, when he sold it to his son, John C. McCoy. Mr. McCoy subsequently sold a half interest to Mr. John Campbell, and in 1854 the other one-half to Messrs. Northrup and Chick. We have referred here to a custom of the Santa Fe traders stopping on the high prairies beyond Westport, when waiting for the arrival of boats from St. Louis with their goods, and

very naturally when wishing to hear the river news they would ride down to the nearest boat landing, and after becoming acquainted with the new road cut by Peter Roy, being only four miles to the French settlement instead of eighteen to Blue Mills, or Wayne City, with a much superior rock landing for the boats, the strong tendency to change the landing place for their goods finally overcame the precedent Independence had held for about twenty years. After John C. McCoy had the John Hancock land his goods in 1832 higher up than the Chouteau warehouse, the other boats were convinced that the foot of Grand avenue presented a much superior landing point, and this point was on land belonging to Gabriel Prudhomme, or to his estate, as he died shortly before this time. After the traders had become convinced that the foot of Grand avenue was the logical point where boats could discharge their cargoes, and wagons could approach on level land, and the transfer could thus be made with the least expense, the future of the city was there determined.

This natural landing being on the Prudhomme estate is described as the south fractional half of section 30, township 50, including the land lying between Broadway and Troost avenue, from the river back to the township line, which runs along Independence avenue. The wife of Prosper Mercier was a daughter of Gabriel Prudhomme, and one of the heirs of his estate, and as the heirs were desirous of setttling up his estate, Mercier and wife petitioned the circuit court of Jackson county for an allotment of dower to Prudhomme's widow and a division of the land among the heirs. This petition was made on the 30th of October, 1837. On the 9th of December the court appointed Wm. M. Chick, Peter Booth and Samuel Johnson commissioners to make such allotment of dower and division of the land among the heirs. This commission reported on the 3rd day of April, 1838, after viewing the land that they were satisfied that such allotment of dower and division could not be made without great injustice to the parties. On the next day the court ordered a sale of the land, releasing Messrs Chick and Johnson from the commission at their request, appointing James P. Davenport and Elliott Johnson in their stead. These commissioners were instructed to advertise the land for six weeks prior to day of sale by notice in a paper in Liberty, Clay county, Mo., and one in St. Louis, and by hand bills, and to make the sale on twelve months credit. Sale was made July 7, 1838, and reported to the court on the 10th of August. James H. McGee on the 21st of August, 1837, had been appointed guardian for the minor heirs, and acted as crier for this sale.

It subsequently became known that Mr. McGee had conducted the whole business and the advertising had been inadequately done. There were present at the sale Mr. McGee, Abraham Fonda and a Mr. Clark, who accompanied Fonda, while William Gillis, Michael Auther, besides

some few others who had dropped in merely as spectators. Fonda was bidding, and offering such low prices, that Gillis and Auther asked for some time to consult with a view to bidding. They retired for this purpose, and while absent the sale was made to Fonda at $1,800. A remonstrance against this sale was filed with the court on the 8th of August, two days before the filing of the report of the sale. It was set up that McGee, Fonda and Clark were interested together in the purchase of the land, and that the sale had been conducted frauduently in not allowing time for bidders (Gillis and Auther), to make bids. On the 11th of October the court set aside the sale, directing another be made, the advertising as before, and the sheriff of Jackson county to act as crier. This sale was made November 14, 1838, the land bringing $4,220.

While this sale of land was being advertised in different papers, especially in the St. Louis papers, some of the far-sighted ones were discussing the future of Westport Landing, and among others William L. Sublette of St. Louis, who had become well acquainted with the place during his operations with the Rocky Mountain Fur Company, and regarded it as a feasible enterprise, and wanted to take an interest in such a movement. It was thought that possibly McGee, Fonda and Clark had this view, when they first bid in this land. While this advertising was prolonged into the next year, a company was formed to buy it for a townsite. The following men composed the company: William L. Sublette, Moses G. Wilson, John C. McCoy, William Gillis, Fry P. McGee, Abraham Fonda, William M. Chick, Oliver Caldwell, George W. Tate, Jacob Ragan, William Collins, James Smart, Samuel C. Owens and Russell Hicks, the last two gentlemen being from Independence, Mr. Owens being the leading merchant, and Mr. Hicks the leading lawyer of the county. Independence and Westport viewed the enterprise with natural jealousy, foreseeing the future danger to their trade, both with the Indians and their Santa Fe trade. The company acted wisely in taking these Independence men into their body, to allay fears from that quarter, and they had McCoy and Chick of Westport, who went in on the merits of the enterprise. It is said the Independence men were more of a detriment to the company than a help. The sale was set and occurred on the date given and was bought in by the Company.

There was a considerable discussion as to the name to be given the town. Fonda wanted it named for him, and other names were suggested, but finally they named it Kansas, and the legal name was "Town of Kansas." Mr. McCoy was the surveyor of the company, but at that time he was engaged in government surveys, hence could not attend to laying off the town. However, he drew up a plat for about fifteen acres of it and employed W. S. Donahue to make the survey. This the first survey of any land now embraced within the limits of Greater Kansas City, including that part bounded by Wyandotte

JOHN C. FREMONT, THE PATHFINDER, 1842 TO 1853.

street and Grand avenue and extending from the river back to Second street. From the old records of the company, that were kept by Mr. John Campbell, then a resident and for many years a prominent citizen, a sale of lots was made in May, 1839, and were purchased by the following:

Lot 48 to W. B. Evans	144.80
Lot 3 to J. H. McGee	70.00
Lot 5 to F. Kieber	82.00
Lot 10 to J. C. McCoy	200.00
Lot 12 to J. Ragan	151.00
Lot 26 to J. Ragan	32.00
Lot 81 to J. Ragan	62.00
Lot 20 to J. C. McCoy	62.00
Lot 24 to J. C. McCoy	30.00
Lot 48 to W. B. Evans	144.80
	$926.80

The terms of sale were on one year's time, at ten per cent interest, and the company being desirous of giving the town a good start, built a log warehouse for the accommodation of the Santa Fe and Indian trade, which was placed in charge of W. B. Evans.

So far everything seemed to be working harmoniously, but difficulties began to arise which checked their progress and retarded their movements for seven years. The first and principal difficulty was from the legal standpoint that the law required the plat should be signed by every member of the company and filed for record with the county clerk before the company could make title to any lot. This had been recognized in the formation of the company, and arrangements made to do this on the morning of the sale of the lots, but it so happened that less than a majority attended the meeting, hence after the sales titles could not be given, but they overcome that by giving title bonds to purchaser. Another flaw was discovered in the sale and that was Peter Booth and Elliott Johnson, two of the commissioners, had died before the sale of the land was consummated, leaving a minority of the commissioners to do the business. The legality of the sale was called into question on this account, and was not settled until 1846. The final settlement of this question to clear the title in 1846 was unique in itself. The question involved was of a judicial nature and to get it into the courts for that purpose required a case should be made. The company finally decided to dispute the legality of the sale by one of the commissioners refusing to pay him the purchase money, and compelling him to sue for it. This was done, the suit was brought and the members of the company appeared as defendants in a case. They really were anxious it should go against them. The decision was finally made in 1846, the legality of

the action of the commissioners was confirmed, and the executions were made against the members of the company for the purchase money. It is said these executions were cheerfully paid. While this was pending the company could not sell lots, nor make titles to those already sold, nor even collect from the purchasers. However, those who had bought lots made some improvements upn them, and a few trading houses were opened. Under such conditions, as this litigation retarded the beginning of the town for seven years, it is easily obvious that those who were standing by Independence and Westport, had no trouble in encouraging those who treated the new town with derision, in marshaling all the backers to stand by them.

Among the early trading houses Messrs. Cohn & Block appear to be the first to offer a stock of general merchandise. This was in 1839, and about the same time A. B. Canville, Anthony Richter and Thomas A. Smart opened houses. The latter what was then called a grocery.

Opinions of the town at this time:

There, of course, were many different opinions about the prospects of the town. Independence and Westport nicknamed it "Westport Landing" in derision, and owing to its retarded movements on account of the title being tied up in the courts for so long, its non-development for many years, it came to be generally known by this name.

In Miller's history we find is attributed to Senator Thomas H. Benton, at this time that is prior to 1846, his remarkable prophecy about a great city some day rising at the mouth of the Kaw.

The compiler of this volume has made diligent search, both in Kansas City, the environs, Columbia and St. Louis, in order to get the correct date of this prophetic speech said to have been made at many different points and many different times by Senator Benton, but there are so many, perhaps the different data had better be given, leaving the reader to settle it in his own mind, as the dates range along from 1843 to 1854. Quoting Miller's history exact it says: "Senator Benton, than whom none better knew the controlling facts of trade, while visiting Randolph, nearly opposite three miles below the city at this time (that is in this non-developing period), pointed to it and remarked that it was destined to become the greatest commercial center west of St. Louis. Senator Benton afterward repeated this prophecy in Kansas City." Mrs. Whitney gives the exact date of this prophecy as May 4, 1854.

A writer in the Kansas City Times says he heard Senator Benton make the remark in a speech delivered in Independence in 1843, and that he afterward repeated it at Randolph Bluff in 1852, and this 1852 is the date the D. A. R. have adopted and used on their monument located at Glaadstone Boulevard and St. John avenue, that being the nearest suitable location within the city limits to Randolph Point where the phophecy was no doubt made.

Yet, there is now living in Kansas City a man, Mr. Wm. Avis, who was with William Mulkey for many years, commencing in 1852, who says he has heard Mr. Mulkey say many times he heard Senator Benton make that prophecy, and Mr. Mulkey always said it was made from the high bluff just back of the Old Gillis House, as he pointed up toward the Kaw river. Senator Benton was a great orator, and being thoroughly obsessed with the thought that Kansas City would be the eastern terminus of the great continental railroad that would some day reach the Pacific ocean, the writer thinks it quite probable he made this prophecy not only at Randolph Point and Independence, but perhaps every time he visited Kansas City, during the years when his distinguished son-in-law, General John C. Fremont, was fitting out his five different expeditions from this point.

The latest research on this Benton prophecy, led the writer to attempt a verification of Mrs. Whitney's date, May 4, 1854, with the following result, as per City Hall records:

"May 4, 1853. The Kansas City council convened at 7 A. M. and upon information announced by Johnston Lykins, that Senator Thomas H. Benton was approaching the city, a resolution was passed appointing Johnston Lykins, M. J. Payne and W. G. Barkley a committee to meet Senator Benton, escort him to Union Hotel and look after his wants here and at Westport."

There is no further reference to Senator Benton until February 7, 1854, when the council ordered a warrant drawn on the treasurer to pay for entertainment expenses while he was in the city. He was entertained at Union Hotel, The Old Gillis House. Mrs. Whitney's history is incorrect as to the year, as it was 1853 instead of 1854. Wm. S. Gregory resigned as mayor at this meeting.

SPALDING'S ANNALS ON EARLY TRADE

Spalding's Annals on Early Trade contains the following: "The great portion of this early trade of the city was a trade similar to that of all new towns, and was what our Yankee neighbors would consider, in their vernacular, as a "truck and dicker trade," mainly done with the neighboring Indians and employees of the mountain traders and freighters, and Mackinaw boatmen, etc. Ponies, furs, trinkets and annuity moneys, were received by the early traders in exchange for powder, lead, tobacco, sugar, coffee, candies, beads, and as there was at that time no temperance orders among these buyers and sellers, a little bad whiskey was also sold by 'the large and small.' We are happy to announce, however, that in this border ruffian era, a reform has taken place in the sale and use of this 'large and small' commodity. In 1839 and 1840 the Indian tribes trading at Kansas City were the Delawares, Munsas, Stockbridges, Shawnees, Kansas or Kaws, Kickapoos, Osages, Pottawatomies, Weas, and Peorias. In addition to articles already enumerated, these Indians bought of our traders, calicoes, blankets, very many saddles, bridles and ribbons; and rings

costing ten cents in St. Louis, were frequently sold to them at five and six dollars; and large profits were made on everything. As a general thing the Indians paid cash for goods; and when they had no money they would freely pledge anything in their possession, such as ponies, silver arm-bands, ear ornaments, etc. Bacon was sold to them as high as from thirty to forty cents per pound; and salt for fifteen and twenty cents per tin cupful. As early as 1840 it was not uncommon on the arrival of Mackinaw boats, to see as many as three or four hundred men on the levee at one time, and all of them buying more or less from our traders."

DESCRIPTION OF "WESTPORT LANDING"

In a paper read before the Old Settlers' Association, in January, 1872, John C. McCoy, one of the members of the town company, the owner of the ferry, and as such activities were his, no better man could have been selected to give a vivid description of the town when it was known as "Westport Landing."

Mr. McCoy says: "A clearing, or an old field of a few acres, lying on the high ridge between Main and Wyandotte and Second and Fifth streets, made and abandoned by a mountain trapper, a few old girdled dead trees standing in the field, surrounded by a dilapidatd rail fence; all around on all sides a dense forest, the ground covered with impenetrable underbrush and fallen timber, and deep, impassable gorges; a narrow, crooked roadway winding from Twelfth and Walnut streets along down on the west side of the deep ravine toward the river, across the public square to the river at the foot of Grand avenue; a narrow, difficult path, barely wide enough for a single horseman running up and down the river under the bluffs, winding its crooked way around fallen timber and deep ravines; an old log house on the river bank, occupied by a lank, cadaverous specimen of humanity named Ellis, with one blind eye and the other on a sharp lookout for stray horses, straggling Indians and squatters with whom to swap a tin cup of whiskey for a coon skin; another old, dilapidated log cabin on the point below the Pacific depot; two or three small dwellings and cabins in the Kaw bottom, now called West Kansas, which were houses of French mountain trappers, engaged principally in raising young half-breeds. The rest of the surroundings were still solitude of native forest, broken only by the snort of the startled deer, the bark of the squirrel, the howl of the wolf, the settlers' cow bell, and mayhap the distant beying of the hunter's dog or the sharp report of his rifle."

The description given above of the Kansas City when it was known as "Westport Landing" is certainly one which pictures to the mind a very vivid one of an early Missouri river settlement, and presenting the description of Mr. Ellis, who afterwards became the first Justice of the Peace, that ever officiated in Kansas City, certainly proving that early environment, may not retard the progress of a

COLONEL JOHN C. FREMONT, LOST ON THE PRAIRIE.

good man destined to serve, and make his mark in the world. Mr. Ellis at that time was occupying the original log cabin built by Louis Uneau, at the foot of main street.

The difficulties which surrounded the company who launched the Town of Kansas, prevented its development, retarding any trade that had a tendency to concentrate here, yet the Indian trade flourished at both Westport and the Town of Kansas, and the Santa Fe trade was continuous and increasing yearly at Independence until 1843, when General Santa Anna, the ruler of Mexico, suppressed it temporarily by his order.

TROUBLES OF THE SANTA FE TRADE

There had been two efforts made to divert the trade from the Missouri frontier, but without success, because of the superior advantages afforded at this point. Doctor Josiah Gregg, after his nine years experience with the route, known as the "Santa Fe Trail," having a thorough acquaintance of the plains, and northern Mexico, conceived the idea that a more direct route, and one much shorter to navigable waters could be made by diverting the trade down the Arkansas river, opening a river route from Van Buren on the Arkansas river, when he found that a good point for steamboats, and much nearer Santa Fe than the old trail. Its chief advantages besides the distance was its open season one month earlier in the spring and a month later in the fall, thus adding two months to the working season of the caravans. Thinking this very desirable he conducted one expedition through, and while he found fewer hardships than attended the first expeditions on the old route, he found the old route had other advantages that the new one could not equal, and that was his last and only attempt.

A second diversion was attempted by the Mexican government. The trade from the Missouri border had gradually been extended down into Chihuahua, and so large a part of the imports of that place had come via Santa Fe, that in 1840 the Mexican government undertook to open a new and shorter route from that country to the United States. They selected a point on the Red river on the American border and with concessions of special advantages as to impost duties, etc., an expedition started from Chihuahua April 3, 1839. It succeeded in getting through to Red river that year and the next year, 1840, returned with a large amount of goods. They failed, however, to discover sufficent advantages to continue, and no further attempt was made to divert the trade from Old Santa Fe Trail.

These attempts to divert the trade simply emphasized the superior advantages of Kansas City to hold and expand their Chihuahua trade.

SANTA ANNA'S ORDER IN 1843

Santa Anna, then President of Mexico, on the 7th day of August, 1843, issued a decree closing the ports of Toas, (the Santa Fe port),

in New Mexico and Paso del Norte and Presidio del Norte, in Chihuahua. These being the principal ports through which goods were passed into Mexico through their custom houses, practically suppressed the trade. This was the first blow of Mexico in consequence of her trouble with Texas, and in opposition to American sympathy with the Texans, and finally resulted three years later in the war with Mexico.

Prior to this decree the hostile attitude of Texas and Mexico had made the trade exceedingly hazardous. Expeditions were fitted out in Texas to raid Mexico, and necessarily many adventurous men belonging to the United States were eager, and did join these expeditions, hence the United States were thus aiding to fight a friendly power. Santa Anna's decree effected both sides, as many of his own subjects were engaged in this trade.

The trade was abandoned in 1843, and although he issued his second decree March 11, 1844, raising the embargo, not over ninety wagons with not over 200 men and $200,000 worth of goods crossed the plains in 1844.

Herein is given the continuation from Doctor Gregg's statistics of the trade from 1838 to 1843 when it was suppressed.

Years	Amount Merchandise	No. Wagons	No. Men	No. Proprietors	Taken to Chihuahua
1838	$ 90,000	50	100	20	$ 40,000
1839	250,000	130	250	40	100,000
1840	50,000	30	60	35	10,000
1841	150,000	60	100	12	80,000
1842	160,000	70	120	15	90,000
1843	450,000	230	350	30	300,000

PAUSE IN 1843

Santa Anna's decree which suppressed the caravan trade effected Independence principally as up to this time Blue Mills was the principal landing point, but in order to overcome the great distance, they made a great effort to divert the landing place from Blue Mills to Wayne City. Heretofore Independence had enjoyed the monopoly of the outfitting business, but this sudden closing down in 1843, gave the traders time to think, and while their arguments were proving effective, in seeking the change from Blue Mills to Wayne City, just a step farther and the same argument was applied to Westport Landing, with another saving of eight miles, from the discharge by boats and the transfer to wagons, so that during this temporary lull in Independence traffic, it was the severest blow that had ever struck Independence.

Westport continued to hold the trade of the Indians, and with the wintering and holding over the caravans for the year, as they

grazed their ponies and cattle upon the prairies adjacent, while they spent their money in the shops, made no great noticeable difference to her merchants. The opening of the Platte Purchase had its effect in Clay county, for while Liberty had increased its population until it was quite a town, a town had been established at Randolph Bluffs, and in 1843 contained one or more respectable mercantile houses, a number of residences, and had macadamized one short street. The town of Barry as well as Weston, had become important places. A town had been started at Parkville, an Indian trading post and was doing a heavy trade with the new settlers, as well as the Indians across the river.

At this time the Town of Kansas or "Westport Landing" was smaller than any of these places, and making no headway on account of the Town Company's inability to go forward. It contained at this time three warehouses, that of the Town Company, and those of Francois Chouteau, or the American Fur Company, and W. G. and G. W. Ewing, of Westport, two or three small trading houses and a few log cabins, mostly occupied by Frenchmen. It was still known as Westport Landing, and as has been shown the arguments used at Independence for Wayne City had attracted these Mexican traders, who saw the advantages of receving their goods here rather than at Blue Mills. Independence still continued to be the headquarters for the old French fur traders and Indian traders, who were identified through the St. Louis guild of French traders, hence hard to break away.

In 1840 the great enterprising firm of Indian traders, W. G. and G. W. Ewing determined to build them a warehouse at "Westport Landing." They commenced business in Westport in 1836, and had received goods at Blue Mills, and also at Chouteau's warehouse just below "Westport Landing" but with an enlarged trade, they desired to avoid the warehouse tax, and so built their warehouse in 1840.

In 1842 General John C. Fremont came to Westport, or rather made his headquarters and fitted out his first expedition at Cyprian Chouteau's warehouse, six miles west, but outfitted at Westport. In subsequent expeditions he made his headquarters with Wm. M. Chick while outfitting.

Wm. M. Chick who came to Westport in 1836, saw the tendency to move to Westport Landing, and built a warehouse and removed to this place in 1843. Mr. Chick was the father of Washington Henry Chick and Joseph S. Chick, the President of the National Bank of Kansas City. Mr. W. H. Chick was Vice-President.

The severe blow to Independence by the suppression of the Mexican trade, was the beginning of the transfer of her trade to the Town of Kansas. The local trade of the adjacent country was left to Independence after this date, while Westport still retained her Indian trade. The loss by the warehousemen of the few cargoes

they had begun to receive from boats was the only effect upon the trade at "Westport Landing."

There occurred at this time part of it in 1843 but the full force in 1844 what has always been known as The Great Flood of 1844. This being the greatest flood ever known in Missouri river history will be given in detail in a separate chapter, with other noted disasters known since its settlement by white men.

In mentioning the flood of 1826 in which Chouteau's warehouse, and other tenements built upon the bottom land were swept away there was not much known of this flood, as there were few settlers at that time, but when Chouteau built his new warehouse, he no doubt placed it upon ground not effected by the flood of 1826, but still he failed to select a site above the high water mark of 1844, for this second house was washed away as well as the warehouses built by the Town Company and that built by W. G. and G. W. Ewing, which were in the same vicinity of the Chouteau warehouse. The water rose to the door of Wm. M. Chick's warehouse which stood at the corner of Main and the levee, and on ground six feet higher than the ground as shown after the railroads had been built along the levee, thus giving a good idea of the height of that flood.

The old log cabins built by the Frenchmen in the West Kansas bottoms after the 1826 flood had all been washed away, so that what little was left of Kansas City at this time was that portion that had been settled on the few lots sold out of the Prudhomme estate, that were held under bond for title.

During the flood steamboats ran up to the warehouse door of Wm. M. Chick, thus showing several feet of water over the present levee.

This flood had but little effect on the course of trade, as it did no daamge at Blue Mills, therefore the exchange between boats and wagons was continued without interruption and the natural trade that had been coming to Westport Landing, continued to come. There was one advantage in the flood, and that was the concentration of trade at the Chick warehouse, which was the center of the town, instead of its former division to reach the Chouteau and Ewing warehouses, farther away from the natural boat-landing at the point of rock. This great calamity was said to be a great advantage, as well as others to the future Kansas City, except the war.

After the flood in the year 1844, H. M. Northup came to "Westport Landing" with the largest stock of merchandise that had yet been offered here, and perhaps the largest stock that had been brought to any place along the river up to this time. He was the first to make an effort to do a jobbing trade with the traders in western and southwestern Missouri. This, then, was the beginning of a new era for trade upon the border, a district breaking away from the old French distributive system, and marks the passing of the

PRUDHOMME ESTATE MAP—KANSAS CITY'S FIRST PLAT.

Town of Kansas from that French-Indian era into an era of civilized commerce.

In the coming of Mr. Northup, with his great business experience, and this extraordinary stock of merchandise, showing his faith in the future of the new town, that reflection which had been cast upon the town fast disappeared, and by 1846, when the Town Company was able to legalize the title to their lots, quite a different atmosphere seemed to envelop in brighter prospects the future of the town.

In 1845 the first brick house was erected in Kansas City on the farm of James H. McGee. Mr. McGee burned the first kiln of brick, and from this lot of brick John C. McCoy, then the conductor of the ferry, built the ell to a brick house, on the bluff between Grand avenue and Walnut street, known as the old Chick residence.

REAL BEGINNING OF KANSAS CITY

After the flood had passed, and the effect of 1843 suppression, which extended into 1844, the Santa Fe trade resumed with many more men than ever before engaged in it, and in 1845, the steamboatmen had become better acquainted with the new landing at the Town of Kansas and the traders were learning to appreciate its advantages, far superior to Blue Mills and Wayne City, so that by 1846 the transition from Blue Mills and Wayne City had concentrated so great a proportion of the trade at the Town of Kansas that the actual beginning of Kansas City properly dates from this time. Before the suppression of trade in 1843, the traders had learned the advantage of herding their teams across the lines in the Indian country, while awaiting the arrival of their goods at Blue Mills, and when they realized the superior advantages of the town of Kansas, where they could meet the boats on the same day of their arrival, and the keen competition presented by the merchants at the Town of Kansas, this fact above all others, caused the Mexican trade to completely change its base, and Independence had to submit and accept the local trade, together with the advantages of being the county seat, still retained, and superior advantages as a beautiful town with its social prestige and superior educational institutions and churches.

Westport as the nearest town to the traders' headquarters, retained her local trade as well as the Indian trade, which when once gained was very slow in making changes.

The settlement of the country, necessarily was changing the roads, as lands were fenced and the roads were changed to run on the lines caused still greater hardships to the freighters, hence there arose still more urgent necessity for the change to a nearer landing. Some of the heaviest of the old plains traders, who understood these advantages were Messrs. Bent and St. Vrain, who landed a cargo of goods in the year 1845, which Spalding's "Annals of Kansas City" states was the first cargo of goods that ever went from this point, in a train direct to Santa Fe. Others followed, so that in 1846, the

Town of Kansas, began to feel they were receiving their share of the trade.

EFFECTS OF THE MEXICAN WAR

In the winter of 1845 and 1846, the culmination of the controversy between Mexico and Texas was bringing the war with Mexico, as the leading question in all the western border towns, and the preparation being made by the Government at Fort Leavenworth, necessarily gave a large impetus to the trade, at the Town of Kansas.

Expeditions were being organized at all the towns on the border, and nearby for starting in the spring, and this point as the natural one for departure of any expedition to the southwest was quickly forced to the front, and appreciated by the leaders. It was the nearest point to the scene of the struggle, the Santa Fe trail was known and recognized as the most direct route for striking the first blow, and while the general point for mobilization of the troops was at Fort Leavenworth, the government looked to Kansas City as the depot, from which its wagon trains and the great supplies necessary in equipping an army of invasion must come.

The recruiting officers were stationed in all the border towns, while "Westport Landing" was becoming the most important of any point on the river, Weston, Parkville and Liberty felt the increased activities, but Independence and Westport were greatly benefited by the trade, as they received the greater part of the outfitting business.

Westport was raised to a level with Independence during this season of preparation and while the landing was necessarily dull during the winter months, it felt the impulse as it looked forward to the spring in anticipation of the large increase in the warehousing, and receiving and forwarding of military stores and sutlers' goods and other outfits and supplies, gave new and improved prospects, so that the Town Company adjusted their differences, and began in earnest to prepare the foundation for the future city. In thus gradually approaching the founding of the city, we note the fight made to retain the supremacy by the two home or county towns of Independence and Westport, were but the training schools in which the pioneers of our future city learned to overcome in the fiercer and greater fights she was to wage with other outside rivals in the next score of years, before her complete supremacy over all proved the accuracy of William Gilpin's and Thomas H. Benton's prophecies, that here and here alone, the greatest metropolis of the Missouri valley would be built and in our next chapter the two outstanding events, the Mexican war and California exodus will tend to give us further impetus, but again retarded and checked by that greatest scourge, cholera.

CHAPTER XVII

MEXICAN WAR, 1846-1855, CITY OF KANSAS

City of Kansas. The Town Company revives. Clears title. Second lot sale. Peculiar record cleared up. Company winds up its affairs in 1847. Mexican war stimulates to trade. Colonel Charles E. Kearney. Colonel E. M. McCarty's recollections. Doniphan's raid. California gold rush. Major Wm. Gilpin. Thomas H. Benton. David R. Atchison. President of United States. Gilpin's predictions. Centropolis, Cosmopolis and Portland. Cholera in 1849. Returns 1851 and 1852. Revival after cholera, 1854-1855.

In this chapter the proper dating of the Town of Kansas begins, for while the first survey of the town company was made in 1838, and few lots were sold, to which no title could be given, the settlement was no more than a village, and the steamboat landing through which Westport handled her daily increasing trade, and whether nicknamed "Westport Landing" in derision, that was what it really was in fact, but now in 1846 there is a very radical change, as the title to the Prudhomme estate becomes perfected, there returns that complete restoration of confidence and revival of the feeling that the town would be built.

The observers of the signs of spring, those old Missourians who had watched the 2nd day of February, commonly called "Ground Hog Day," were awaiting the result of his appearing as he aroused himself from his Hibernian nap, with their wise prognostications, if the day was cloudy and he failed to see his shadow, spring was in the offing, and if he saw his shadow, it was but six weeks until spring anyway, so that from the 2nd of February, they had hope.

At the very beginning of the year 1846, or so soon as the ice had disappeared in the river, the exact date being February 28, 1846, a meeting of the Town Company was held in the house of W. B. Evans, for their warehouse had been swept away by the great flood, and these gentlemen, the surviving members of the old town company were present: Messrs. William Gillis, Fry P. McGee, Jacob Regan, Wm. B. Evans and John C. McCoy. They held the original shares of the company, together with Robert Campbell and H. Jobe, the other shareholders having sold out to their associates or these new members.

At this first meeting an order for another sale of lots was made for April 30th, to be advertised in certain papers, and at the same time a settlement for lots bought in 1839 was made with the purchasers. Ten per cent interest for six years was added to the purchase price, bringing the total amount of that first sale to $11,482.88. This money was collected and titles made by each member of the company and their wives signing the deeds, an expensive and laborious way to make titles. A new survey was made by John C. McCoy. He adopted the survey of 1838, but extended it back to the township line, "Independence avenue, and east half a block beyond Grand avenue, then

called Market street, and west three hundred feet beyond Wyaddotte street."

APRIL 30, 1846—LOT SALE

According to the advertisement the first great sale of lots was made, and from the company's records shows one hundred and twenty-seven lots were sold singly, and Robert Campbell bought the two full blocks, paying for them three hundred dollars. These two blocks were located between Fourth and Fifth streets and Wyandotte and Main streets, the early center of Kansas City's jobbing trade. Wm. M. Chick paid three hundred and forty-one dollars for lot No. 9, the highest price paid for any single lot in this sale. The total footings of this sale was $8,643.62.

RECORD SALE GIVES VOCATIONS

As the company's record of this sale not only gives the names of the purchasers but their vocations, it serves as a directory for those living here at that time. The first seven names given were of farmers, as purchasers namely: Jacob Ragan, N. Ross, W. G. Barkley, F. P. McGee, John Park, Peter McGee, and Thomas A. Smart; four merchants, H. M. Northrup, W. M. Chick, P. M. Chouteau and Thomas Elliott; three butchers, John Javins, H. Javins, and Thomas Javins; three doctors, Jos. O. Boggs, Benoist Troost and S. G. Harlan; two carpenters, Henry and A. G. Yancy; two traders, F. H. Booth and B. Linkingfelter; two laborers, Henson Javins and Peter Belanger; two brickmakers, Wm. B. Pruddy, and James Pruddy; two bricklayers, Wm. Champagne and Franklin Barnes; one landlord, Wm. B. Evans; one pilot, Chas. Dripps; one lawyer, L. Kaufman; one broker, Chas. Horning; one stonemason, D. Edgerton; one Santa Fe trader, B. Pruitt; one surveyor, John C. McCoy; one tailor, J. A. Stull; one gunsmith, Gabriel Phillibert; one wheelwright, Moise Belmar; one schoolmaster, Lott Coffman; one Indian, Isaac Zane, and one gentleman, Wm. Gillis. A "gentleman" in those days, signified a man of no particular business, perhaps a note shaver or an embryo banker, one who lived without manual labor. There were also among the purchasers Robert Campbell, formerly of the Rocky Mountain Fur Company; Thos. Breeze, Edward F. Hand, Lewis Ford, David McWilliams, Robert Hudgins, Elijah Jackson, S. D. Ray and Mr. Parsons, whose vocations are not given in the records.

While the town company was unable to give title to the lots from 1838 to 1846, yet the tendency of trade to center at the boatlanding gradually caused an accumulation of people at this point, so that when this sale took place, a conservative estimate of the population was not less than three hundred.

SOME DEFECTIVE TITLES

Syndicates and trust companies were unknown in western Missouri at this time, and the transfer of realty was something new to

border pioneers, and when the payment of the first notes came due in 1847 for lots sold in 1846, as most of them were sold on annual payments with ten per cent interest until paid, it was found necessary to appoint a collector for the company, so on the 1st of May, 1847, P. M. Chouteau, son of Francois Chouteau, and on the 3rd day of May Fry P. McGee, were appointed to collect this money, and as titles had to be given when these notes were paid, and they found it very inconvenient and a very slow way of closing up these transactions, as they had done the year before by securing signatures of all members of the company as well as their wives, they gave to Mr. Chouteau a power of attorney to sign the deeds for the company. This is one of the most particular powers used under the law and perhaps has caused about as much litigation as any single mistake known to our law makers today, and this is the very mistake Mr. Chouteau made in signing these deeds. Instead of signing these deeds using the company's name, and afterwards affixing his own as "attorney in fact," he signed them with his own name as "attorney in fact," and again they found this to be irregular, and again they had great trouble in adjusting titles. This as well as another fact arose, in the adjustment of titles in this Prudhomme estate, and it is well to give it here. A posthumous daughter was born to Grabriel Prudhomme, after the proceedings for sale in partition had been initiated by the other heirs. The order of court naming the heirs among whom the proceeds of sale were to be divided, did not mention her, and hence the commissioners paid her nothing. She afterward became the wife of Colonel M. J. Payne, the fourth mayor of Kansas City, and for many years president of the Kansas City Gas Company, and suit was brought for her portion. While the suit was unsuccessful in its object, yet for many years it caused a cloud to rest upon the title to every lot in the Prudhomme estate.

The company in 1847 cleared off the balance of their land east of Market street (Grand avenue) to Phillibert's Branch, about Campbell street running back to Fifth street, and John C. McCoy was employed to survey the lots, and another sale was made July 17, 1847, in which twenty-three lots were sold for the aggregate sum of $1,475.30.

On this same day the company decided to close up its affairs, appointing Messrs. McGee, Gillis and Evans to make an inventory, preparatory to such action and on September 30th following they closed up its affairs and ceased business.

RAPID TOWN DEVELOPMENT

While the population in 1846 at the time of the sale of the lots in early spring was given as three hundred, the great impulse given by the Mexican war, and Santa Fe trade, added to the Indian trade which had already been centered here by their being attracted by the boats, the place grew rapidly and by the end of the year the population was

estimated at seven hundred, an increase of more than one hundred and twenty-five per cent. New warehouses and outfitting houses, new or branches from Westport and Independence were daily seeking locations of advantage near the boat landing, and as the trade facilities increased the Mexican war trade and the Santa Fe trade increased greatly.

Colonel Charles E. Kearney in the year 1847 located at Westport; for some years he had been perviously trading from southern points with Old Mexico, and soon after coming to Westport, went into business with W. R. Bernard, who at the time was in the Indian trade with Colonel A. G. Boone, and this new firm opened a large outfitting house for the Santa Fe traders, and with this new house, the Town of Kansas felt prepared to take care of the trade of the largest of the traders, who were still quite loath to break away from Independence. The eighteen miles haul over bad roads was eliminated and the Town of Kansas with her new warehouses rebuilt since the flood, her unequal natural steamboat landing, near proximity to the border supplied every requisite for transferring the trade from Independence. For the next three years Westport was the headquarters for the trade, but the town near the mouth of the Kaw, was rapidly absorbing it.

CALIFORNIA GOLD EXCITEMENT

A new impetus to the emigration to the west was augmented when the discovery of gold in California was announced in 1849. While the new town was advancing rapidly, it had not the accommodations for taking care of the onrush of this new movement, for this was one of the wildest rushes yet known to any country. From the Mississippi eastward to the Atlantic the whole country was in motion, and the preparations were going on night and day until every available means of transportation was being utilized to transport all our surplus population to that land of gold, and when in California some years since, there were still many alive there, who took great pride in claiming to be a '49er. Westport and Independence were again benefitted by this new trade, and while it lasted they controlled the lion's share of it. It was soon learned that the routes through this gateway were far more desirable than the more northern routes, on account of the shortness of the season and the bitter suffering from the cold. The routes up the valley of the Kansas river and over the prairies to Santa Fe were far the best for the emigrants, and as the facts became known beyond the Mississippi, the great tide of migration headed this way overland, or if they came by boat they landed here, and made up their caravans for the long trek. The superior facilities offered by the Town of Kansas, in being the nearest to California, with the mildest winter route, and unequalled facilities as a steamboat landing as well as no superior as an outfitting point, again crowded the streets of Independence, Westport and the Town of Kansas.

CHOLERA SCOURGE

There came with this great new development of the town and trade in the year 1849, the first touch of that dread scourge, the cholera. Its first appearance was among some Belgians brought here by Mr. Guinotte and Mr. Chouteau. There were about eighty of them camped in the east bottoms below town, and the cholera was very fatal to many of them, and soon spread to other classes, including Westport and Independence and neighboring places. It seemed to travel faster along the water courses, for whenever it became epidenic in this country, it has developed along the Mississippi and all its tributaries, and when it reached the Indians, it raged in its most virulent form. Through here it followed the California emigrants, and their sufferings on the plains have not yet ceased to be a fate of the most horrid description. In 1850, it had practically been checked, and while the town was almost depopulated during the cholera reign, they returned and again the population stood 700 or 800. While the Town of Kansas was not thoroughly equipped to participate to any great extent in the enlarged trade from the California emigration and the Mexican war, yet she was steadily growing, and felt the impulse. And as it grew, adding warehouses and outfitting stores to the facilities of her natural landing, she was beginning to gain more and more of the Santa Fe trade daily.

The Kansas City Journal in reporting a Christmas day banquet in 1857 in giving an extract from a speech made by Colonel E. C. McCarty which is given here because of its historical value:

COLONEL DONIPHAN'S ARMY OF MISSOURIANS
Marching through the Jornado del Muerto, "The Journey of Death"

"He said he was a poor speaker, but would make some few statements as to the Santa Fe trade. He had been engaged in it as early as 1828, having come to Missouri in December of that year. The Santa Fe trade was then in its infancy, from $50,000 to $100,000 being the amount of merchandise transported annually across the plains. In those days there were very few trains with more than two or three wagons, and it was customary for all the Mexican traders to meet at Council Grove, organize into a company under a captain there chosen, and so proceed on their journey under his direction. The press of the whole United States then used to make particular mention of the departure of the Santa Fe caravan from Council Grove, and like notice was given on its return. It was almost universally the case in those early days for some one or more of the party to be scalped by the Indians. The trade gradually commenced to increase year by year, and has multiplied to the present almost incredible amount. I was informed two years ago, by Doctor Connelly, probably the largest trader in New Mexico, that the Santa Fe trade across the plains then amounted to five million dollars, nearly all of which passed through the City of Kansas. It was on this statement of the amount of trade as set forth above, that he succeeded in forcing the passage of a bill by the legislature establishing a Court of Common Pleas in this city, while bills sent in in favor of other counties were rejected. In the spring of 1847 he (Doctor Connelly), in company with Mr. Russell now (1857) of Leavenworth, started the first train from this city to New Mexico. Old Mr. McDonald went in charge of it and was the first man that ever crossed the American Desert in a wagon. (This last statement is incorrectly reported by the Journal, or Mr. McCarty was misinformed, for many wagons had been in the trade for nearly twenty years in 1847.—Author.) Mr. Northrup was the first merchant he (Mr. McCarty) had the pleasure of doing business with in the City of Kansas, and their business operations have been continued to the present time with high satisfaction to the speaker. Mr. Northrup was one of those men who had taken an early day for settlement in the City of Kansas and had stuck to it ever since. In the spring of 1850 his brother, then in New Mexico came in as a partner of Captain St. Vrain, and through their influence and his own all outfitting trade previously done in Independence was brought to this point, and from the year 1850 dates the era of Kansas City trade with New Mexico. Six hundred wagons started from this point that year. I was engaged as one of the firm of Brown, Russell & Co. during the summer and fall of 1850, in transporting the army supplies from Fort Leavenworth to the western forts, and from their knowledge of the routes they offered the government to receive the freight at St. Louis, and pay freight and insurance on the same from thence to this point, if the government would permit them to land the goods here instead

GREAT MORMON CARAVAN ON SALT LAKE, OREGON AND CALIFORNI A TRAIL, 1849.

of at Fort Leavenworth, as the advantages of the route from this point would more than compensate for the additional expense. The government refused to do it—for whoever knew an army officer to walk ten steps out of his way to accommodate anybody? Their loss, in consequence of not being permitted to start from here was sixty thousand dollars, one item of which was six hundred yoke of oxen. For a number of years it was customary to transport all goods over the plains with mules, as it was thought impossible for oxen and wagons to be used. He was the first man that started an ox team across the plains from this point and they have used it ever since."

Kansas City had about five hundred inhabitants about the time referred to by Colonel McCarty, owing to the depopulation by cholera in 1849. At this time Independence, Westport and Kansas City were all unincorporated towns, and for this reason the census of 1850 did not give their population separate from the townships in which they were located. Lexington was a town of several thousand and Weston had a population of 3,775. These two places at that time were in the midst of great hemp growing districts, and Liberty was, also. The growth of the city as predicted by Colonel McCarty received another serious set-back by the reappearance of cholera in 1851, causing a second panic and again reducing the population to about three hundred. The people fled in all directions, and the town presented the appearance of a deserted village. Again in 1852, the third visitation of this dreaded scourge occurred and again the people were panicky. Forty-eight deaths occurred in Westport within twenty-four hours of the appearance of the disease, and forty deaths in Independence and twenty in Kansas City in about the same time.

These circumstances retarded the concentration of the outfitting business for the Santa Fe trade here for several years, and it was not thoroughly established until 1856 and 1857.

TOWN INCORPORATED

There was no municipal government established prior to 1853. All the towns were under the jurisdiction of a justice of the peace and constable as a peace officer, but a peculiar circumstance occurred in December, 1852, which caused the establishment of the municipal government, and in February 22, 1853, a charter was obtained and in the spring of 1853, a municipal government was organized, March 28, 1853.

The Town of Kansas, as organized upon the above date, embraced the Prudhomme estate and was bounded on the north by the river, on the west by Summit street, on the south by Ninth street and on the east by the alley between Holmes and Charlotte streets.

1846 to 1853

In glancing backward over the period covered by this chapter there are several special epochs as well as men, worthy of mention,

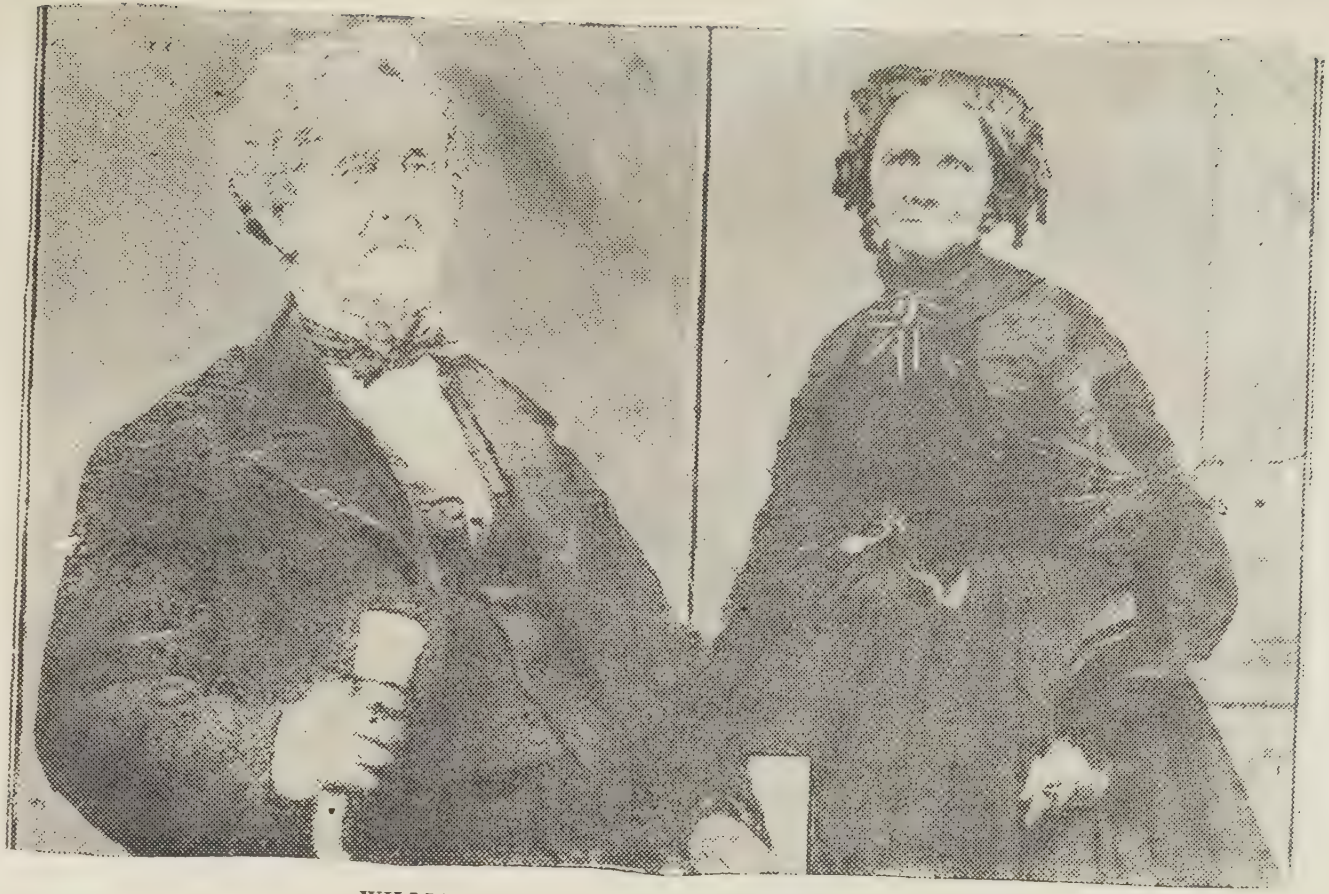
whose names were closely linked with the making of Kansas City history in this brief period, from 1846 to 1853.

The year was made memorable by the recruiting of the regiments that made their great raids to Mexico in 1846, and the first of these expeditions was formed at Fort Leavenworth, but outfitting was done at Kansas City, Westport and Independence. Upon a vote taken by the regiment formed at Fort Leavenworth, Colonel A. W. Doniphan was chosen the leader, and the remakable trip he made in 1846 from Leavenworth to Chihuahua, Old Mexico, commonly called Doniphan's raid, is likened unto the greatest in all the world's history, ordinarily compared to the great Greecian General Xenophon, as Doniphan traveled nearly 5,000 miles before he reached his home at Liberty, Mo., in June, 1847. They had little fighting on this march, but one of the best men, the first leading merchant of Independence, also the first circuit clerk of Jackson county, Mr. Samuel C. Owens, was killed.

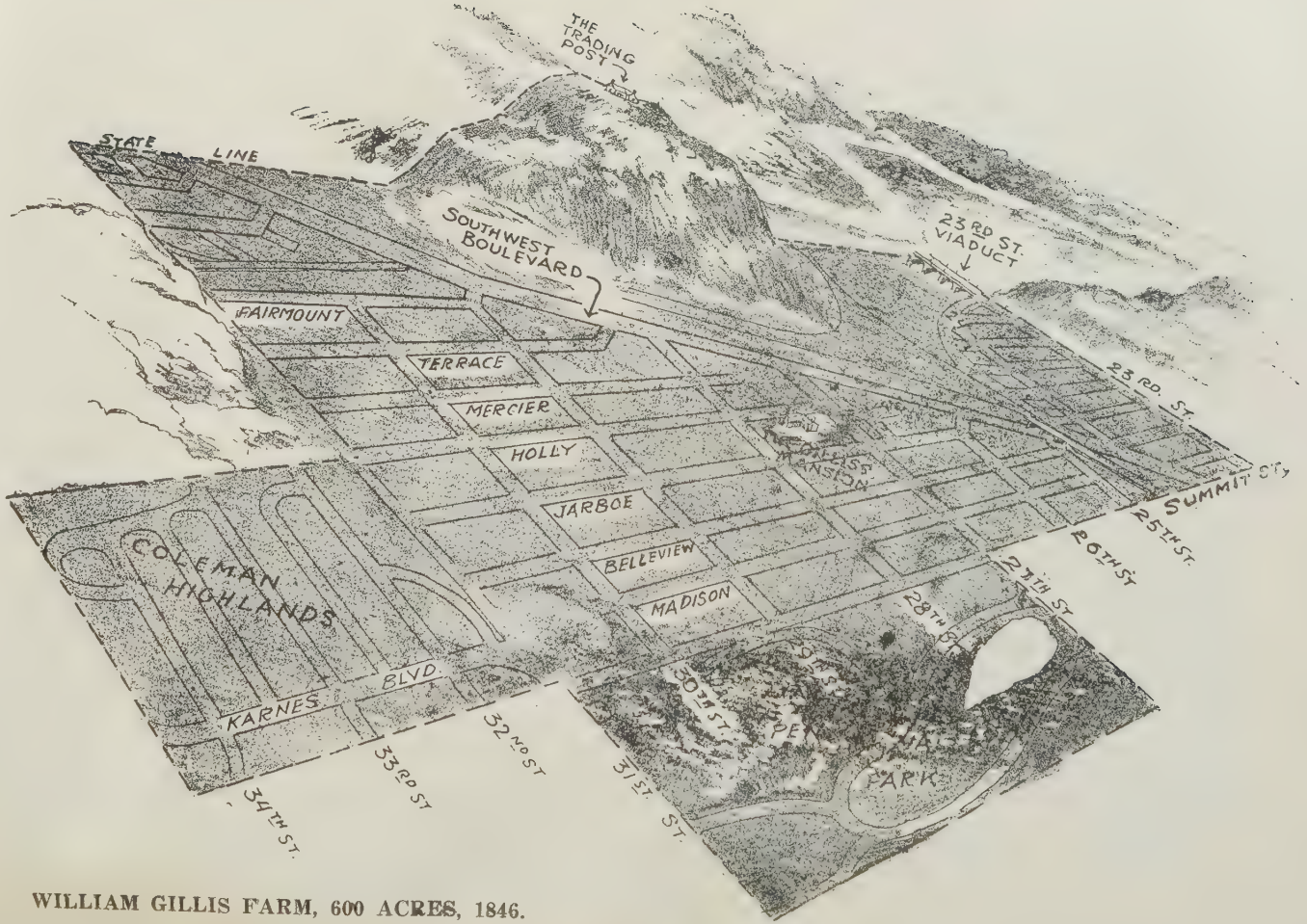
Another distinguished citizen for twenty years from 1841 to 1861, a resident of Independence accompanied Colonel Doniphan on the raid, a man who was afterward honored by another state, but was not thoroughly appreciated while he resided at Independence, but as is often the case, the backward glances of history are the only estimate we ever get of many noble characters. This man was Major Wm. Gilpin, born October 4, 1822, therefore under twenty years of age when he arrived in Independence. He was from one of those old Quaker families of Pennsylvania, whose father's house was one of those old, hospitable mansions, where the patriots of the Revolution and the early founders of the Republic delighted to gather, and talk of things for the betterment of the young nation. Young Gilpin when only fourteen years of age was a great favorite of President Andrew Jackson, and by him was sent to West Point to complete a military education. He graduated at 17 years with honor, and as there seemed no military opening for him at that time in the United States, started to join one of the foreign powers, but just then the Seminole war broke out, and there he entered his first military service, and while in Washington at the beginning of the Mexican war was given a commission to raise a regiment on the western border to go to Mexico, but when he arrived at Independence, he found the regiment had been recruited and Colonel A. W. Doniphan had been elected by the command themselves as their leader, and the regiment was so full, he bought out a young man, paying him $85.00 for his place, and Colonel Doniphan made him a major. It is said he was the engineer of the regiment, and Doniphan depended on him to solve all the intricate problems of the raid.

Major Gilpin had the experience, having at that time been across the continent several times.

It is said he left Independence in June, 1843, on his horse, Old



WILLIAM GILLIS, MRS. MARY A. TROOST, HIS NIECE, 1847.



WILLIAM GILLIS FARM, 600 ACRES, 1846.

Flash, to travel across the plains alone, to go to the mouth of the Columbia river. When starting he was accompanied by Doctor Waldo P. Johnson, from whom he borrowed $90.00 to buy his horse, but fortunately as he reached the first camp on the road, he found they were a part of General John C. Fremont's second expedition, so he joined Fremont and made the trip across and back on Old Flash and then turned him over to General Fremont. He had crossed the continent twice on Old Flash and returning on election day, 1844, rode up to Little Santa Fe and offered to vote for President Polk, but at first the judges refused to let him vote as none of them knew him. Finally one of the old farmers came up and identified him and he cast his first vote for James K. Polk in 1844.

It is said Major Gilpin crossed the continent fifty times, and from this experience was no doubt better qualified than any other man to grasp the possibilities of such a vast territory, and to prophesy beyond the conceivability of his fellow townsmen at Independence and Kansas City. He had met at his father's house, DeTocqueville, the great French writer and statistician, and from him and "Old Hickory" as he called Andrew Jackson, his mind trained to reach out and grasp great things, his optimism ever reaching out after the grandest things ever presented to these western people. As he rode back and forth over the hills between his home in Independence and Kansas City, it was no great stretch for his expansive imagination, to take in at one glance, from one of the high points on that road, the beautiful vista then presented by the Missouri river, the Blue and the Kaw, with their intervening valleys, the ideal outlines of the greatest city for the great Mississippi valley, and knowing so well its central location too, wished it called Centropolis. Who may say at this day Major Gilpin's visionary predictions are fast shaping that whole territory to become in the not very distant future the great Centropolis with a million souls?

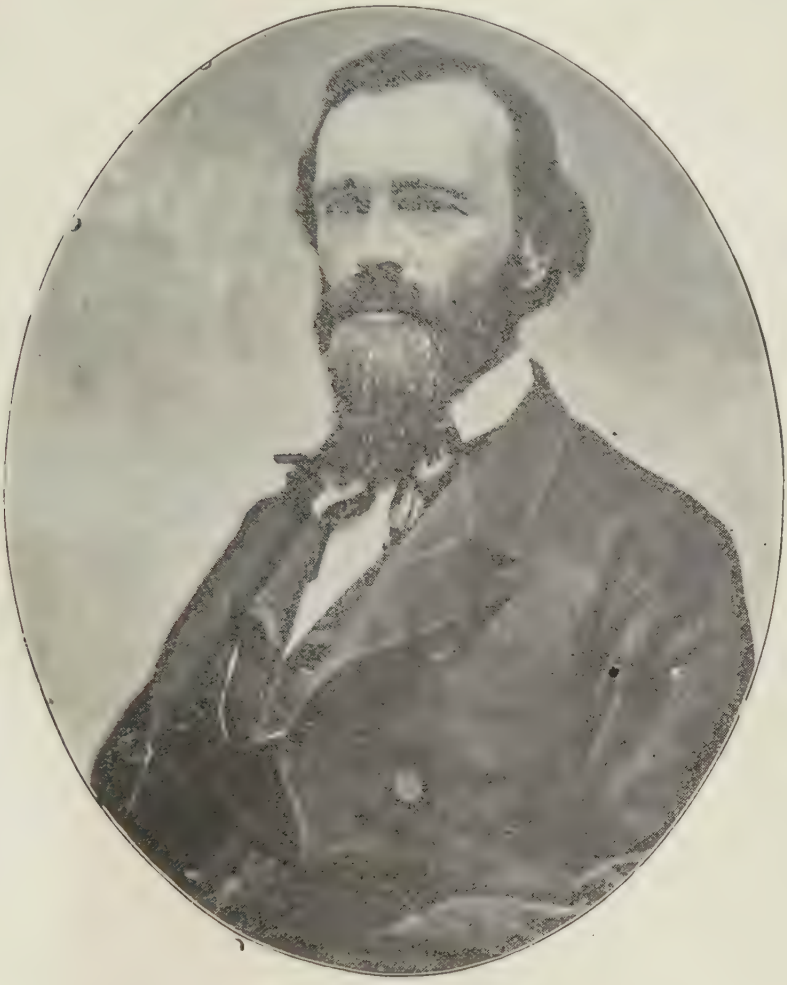
The pessimism of his contemporaries has long since been swept away, and as we search diligently, without success, to establish definitely the exact date when Thomas H. Benton made his impressive prophecies about Kansas City, there is no doubt, as he was a great friend of Wm. Gilpin, that his early thoughts and prophecies were inspired by Major Gilpin's continual preachment of his beliefs and convictions as to the future not only of Kansas City, but of the future development of the great northwest, for which Benton fought for so many years in the United States senate.

If Benton was the Moses, the great leader that was permitted to have a vision of this promised land, we can sincerely feel Major Wm. Gilpin was the advanced spy—the Joshua, who was ever ready to hold up his hands as he made that great fight. He had seen the land, and while but a few made favorable reports, their reports were true and acceptable at the high seat of government.

Daniel Webster is said to have disliked Mr. Benton, and fought any measure he proposed, and during this great fight Benton was making in congress for proper recognition of this vast northwest territory, it is said Webster made one of the greatest efforts in his great career, in opposition to the government giving any thought of recognition or appropriating any money to save it from falling into the hands of Great Britain, and in closing his speech on the subject emphasized it by saying, "he would not vote one cent to place the Pacific coast one inch nearer Boston than now."

Major Gilpin had many friends among the great men of Missouri, as well as at the National capitol, and notwithstanding there are now descendants of the pioneer settlers of Independence who take delight in casting reflection upon one of their noblest and best citizens when they refer to what was known as Gilpin town, a village once laid off on the rock road about half way from Independence to Wayne City, through which Jacob Hallar built the first rock road in the county, said to be in fair condition today, after nearly three-quarters of a century of strenous usage. Major Gilpin was not only a friend of Thomas H. Benton, one of Missouri's first and greatest senators, but he was also a friend of that other untiring senator, David R. Atchison, the only man of Missouri who has the distinction of being a President of the United States. Senator David R. Atchison was President of the United States during the interim of one day, from March 4, 1849, to March 5, 1849, as March 4th came on Sunday and James K. Polk closed his administration at 12 o'clock noon, March 4th, and General Zachary Taylor was inaugurated 12 o'clock noon on March 5th, the next in succession was Senator David R. Atchison, who was nominally President for one day. Our high officials in congress were not equal to Joshua of old, when he commanded the sun to stand still, nor were they equal to the emergencies encountered often in the present day, when the clock is set back, and the legality of a long day is established that some delayed legislation may be completed before adjournment *sine die.*

Major Gilpin not only predicted that Kansas City at the mouth of the Kaw would some day be a great city, but following the natural trend of settlements across the continent he also prophesied Denver would be another great city, to which he desired to give the name of Cosmopolis, and again at the terminus of the great continental railroad, he selected the site of another great city, and that was Portland, Oregon. He not only predicted these three cities would become famous, but he was the first to vision a railroad into Alaska, and in the future, the Alaskan railroad will be extended across Behring strait, and through Manchuria, on down into China. Upon the western continent he predicted a great continental railroad through Mexico, Central America, and the lower extremity of South America, and with these visions before us, why should he not be honored as the Cecil



MAJOR WILLIAM GILPIN
Engineer With Doniphan, First Governor of Colorado.

Rhodes of America, for he, too, was considered a very visionary man when he first brought out his propaganda of a "Cape to Cairo" railroad. He was a great admirer of Thomas H. Benton, and watched over his interests in the state like a guardian angel. Benton learned much of Missouri and the west through him, and many of his great speeches were made from the bases inspired by Gilpin. Benton has monuments not only in Missouri, but in the halls of Congress, but so far as Missouri remembers Colonel Gilpin, there is not a small tablet in the state to his memory. He was said to be the only man in Jackson county, who cast a vote for Abraham Lincoln, and for this conspicuous fidelity he was rewarded by being appointed as one of the hundred men who formed his escort to Washington for his inaugural and was appointed the first territorial Governor of Colorado, and one of the famous mineral counties was named for him. As a lawyer he repre-

sented Wm. Sublette and other St. Louis members of the old Town Company of Kansas City, when that company closed its affairs.

This history has given this extended space to one who was truly one of Kansas City's early pioneers, the only man in his day whose visions reached even to our present day. He lived to the age of 72 years, passing away in Denver, January 19, 1894. He was not only an explorer, but an author and writer and in one of his productions we find his definition of history as: "History is the journal of geographical progress." He was a fine orator, with a fervid imagination, and wonderful constructive ideas. He claimed there were 100,000 engineers in the United States ready and waiting to complete every projected proposition he had put forth whenever the funds were available to construct them. His horse "Old Flash" had become so accustomed to foraging on the buffalo grass of the plains, and other succulent grasses, indigenous to these mountain fastnesses, that when he rode up to Little Santa Fe upon his return from one of his overland trips across the continent, he bought a bushel of corn, to give Old Flash a rare treat. The horse at first did not touch it, seemingly not knowing what it was, but after some coaxing by the major, finally tasted it, and ate the full bushel of corn.

There are some other special features pertaining to this particular period which should be related at this time, and one that occurred in 1849, the most exciting one, the discovery of gold in California, causing immense emigration through this point. Another emigration tion was that of the Mormons bound for Salt Lake, who made a new trail across Kansas and Nebraska, generally known as the Mormon trail. While a few of them passed through the Town of Kansas, the greater portion of them headed for some point farther up the river, as their experience nearly twenty years before with the people of Jackson county had not yet been forgotten, and they aimed to avoid Missouri, and particularly Jackson county, when possible.

AFTER THE CHOLERA

The failure of the cholera to return after 1852 revived confidence, and again the people commenced to return, yet it was several years before the buoyant hopes of 1846 to 1849 were realized, the population increasing very slowly, showing 478 in 1855. The Santa Fe trade was rapidly increasing, and the transfer of Indians from the east continued to swell the trade from that source, and the realization that through this point, was the nearest communication for the Indians, from the Platte river and the Rocky mountain country, caused the whole Indian trade to pass through here to the Cherokee country.

EARLIEST NEWSPAPER

In 1851 and 1852 the first attempt to establish a newspaper was made. A Mr. Kennedy was the first man to undertake such an advanced enterprise, calling his paper the Public Ledger. Not making

a financial success, after a vain struggle the Public Ledger passed out of existence. This, however, revealed to the people the great necessity for a paper to represent the interests of a new city, and to properly chronicle the passing events, and the interest and discussion following Mr. Kennedy's suspension finally culminated in a meeting held at the Union Hotel, afterward known as the Old Gillis House, and they determined on establishing a paper. A company was organized at that meeting, and the capital stock was fixed at $1,000, most of it subscribed at the meeting. The names of the subscribers were Wm. Gillis, W. S. Gregory, Northrup and Chick, M. J. Payne, Doctor Benoist Troost, E. M. McGee, Thompson McDaniel and Robert Campbell. Doctor Troost, M. J. Payne and W. S. Gregory were elected directors, with power to collect the subscriptions, purchase materials, and start and manage the paper. M. J. Payne was given the honor of chairmanship of the trustees and permitted to shoulder most of the responsibilities, and do most of the work. He went to St. Louis and purchased the material and shipped it to Kansas City. About the same time Mr. D. K. Abeel arrived in Kansas City, and the trustees finding him an experienced printer, engaged him to take the mechanical and business charge of it. Wm. A. Strong, one of the first attorneys of the town, was engaged to conduct the editorial department. With these two men, the first issue appeared in October, 1854, and as it was looked upon as an experimental enterprise, it was given the name of the Kansas City Enterprise. The incorporated name of the town was the Town of Kansas, but as this newspaper had given the name Kansas City to its newspaper, it has held the name since, although legally in all papers in the transfer of property was known as the Town of Kansas, and later the City of Kansas. This was the first established newspaper in Kansas City until 1857 known as the *Kansas City Enterprise*, but that year changed to the Journal of Commerce.

There is little recorded in the early history of the Enterprise, but it had been successfully launched by Messrs. Abeel and Strong, representing the stockholders, and appearing weekly, but while Mr. Abeel was a newspaper man it was not Strong's choice as an avocation. Fortunately for him, and the future of the Kansas City Enterprise in the summer of 1855 Captain R. T. Van Horn came to Kansas City after a casual meeting with Mr. Strong in St. Louis. Mr. Van Horn had lost an office, the Telegraph, at Pomeroy, Ohio, by fire, a year or two previous to meeting Mr. Strong in St. Louis, and in the interim had been steamboating on the Ohio river for a brother-in-law, who was largely interested in steamboat stocks. In this way he acquired the title of Captain, as he commanded one of these boats on the Ohio, and while in St. Louis on one of these trips, in which he had taken a boat to St. Louis to sell, and while there for that purpose boarded at the Virginia Hotel. Here he met the editor of

the Enterprise, Mr. Wm. A. Strong, and this meeting resulted in Mr. Strong inducing him to come to Kansas City, when he learned Captain Van Horn was a printer and journalist.

In the following October Captain Van Horn returned to Kansas City, and purchased the Enterprise, paying $1,000 for it, one-half cash and the balance on time.

To show the change in management, and the result of his earnest, active and vigorous advocacy of the interest of Kansas City, from its first issue, and the appreciation of the old company, as the paper had so far exceeded their expectations, they cancelled his notes and presented them to him before maturity. On the 15th day of June, 1858, the paper appeared as a small morning daily, the fourth daily in the Missouri valley. Soon afterward the first telegraph line was completed to Booneville, Mo., and arrangements were made for the daily dispatches by that line, and by express from Booneville to Kansas City.

Mr. D. K. Abeel, who had been connected with the paper from its beginning as printer and business manager, soon became an associate proprietor with Captain Van Horn, and with these two gentlemen the paper was soon on a sound and impressive financial basis, and from this date forward, June 15, 1858, reliable data has been on file of the most interesting passing events in the history of Greater Kansas City.

KANSAS CITY IN 1855

There are many old prints showing the levee, river, and a few scattering houses on the bluffs in the City of Kansas in 1855, and this picture gives the correct view of what there was at that time, with the exception of a few scattering residences, too far over the hill to come into the perspective. The levee was so narrow when passing around the point at the foot of Delaware there was only room for one team to pass, and the jutting rock ledge hung out over the river on one side while on the other side the bluffs rose hundreds of feet. Here and there the first excavations had been made into the hill and business houses built, and these old foundations are still to be seen betwween Main and Delaware streets. One of these was the Union Hotel, afterward the Old Gillis House, built in 1849, and named after Mr. Wm. Gillis, one of the earliest and most enterprising townsmen of the city. Possibly Mr. Gillis was as shrewd a real estate dealer as many of our dealers of later date, and yet he carried on his transactions with such quietness that when he was placed on the records, as a purchaser of one of the first lots of the Prudhomme estate, he was the only one whose avocation was placed on record as a "gentleman." Our captains of that industry today are content when they have reached the heights, and known as a "realtor." The Wm. Miles Chick warehouse had been built in 1843, under the edge of this hill, and was the only one left standing after the flood of 1844.

At this time Turkey creek emptied into the river near the foot of Broadway, and the bluffs rounded this point in a nearly perpendicular wall, jutted into the river, and a wagon road wide enough for one wagon had been cut around this point and leading off along the bank of the river into the Kaw bottom, which was heavily covered with a dense forest, except in the few broken places where the French traders had cleared off a few patches. The hills were also covered with heavy forests. The deepest ravine started at the lower end of the levee near the foot of Grand avenue, winding around to southwest, up Delaware, and southeasterly from Junction has been described. The road up this ravine now being used by the Santa Fe traders, crossing O. K. creek south of the city, not far from the old street car barns, going up this hill to Westport. This picture of Kansas City of 1855, was as uninviting as a townsite as the most optimistic could conceive, and yet from this great angle in the Missouri river, the most natural and best road to the southwest and west, and was the farthest point on the river to which goods for the Santa Fe trade and the plains could be taken by boat, without the increase by land of the cost of transportation, and incurring worse roads.

These natural advantages determined the starting point for the trade that made Kansas City from the west and southwest, while the point of rocks at the foot of Delaware, Main and Grand avenue, presented an unequaled river landing whereby the exact spot for transfer of freight from boat to wagon should be made.

Recognizing these facts and the fear of the return of that dreaded scourge, cholera, having passed, the new era again dawned on Kansas City, and the activities like that of 1847, after eight years begins to liven the town, and without further doubt the trade that previouly belonged to Independence and Westport centered at last at Kansas City. Outfitting houses were opened, and ample provisions made for the outfitters, and everything was ready at their call so they were satisfied in anchoring their trade at the new city.

The great western and Santa Fe trade lasted only a few weeks in the spring, when they were outfitting for the long, long trail and again a few weeks in the fall when they returned. Some time later the Enterprise referring to this date said: "Two years since when we landed in Kansas City in the month of July, there was little or no business doing—two boilers, an engine and a small lot of machinery, covered with a tarpaulin, was all there was to be seen at the levee. Business men informed us the trade of the season was over; that with the exception of a short time in the fall no more would be done until in the spring."

CHAPTER XVIII

THE MISSOURI RIVER

Kansas City's Greatest Natural Asset. Philip E. Chappell. Chas. S. Gleed. Story of an Eye Witness, Its Great Length, Its Water Shed, Swiftness of Current, Muddy Waters Extend to Gulf. Indians Considered It Main River. De Soto, 1541. Marquette, 1673. Indian Name Pokitanoui La Salle. Cholera Among Indians. Joutel Named Missouri. Different Writers on Missouri. Missouri Indians, Osages. Great Wealth. Old Fort Orleans. Kansas Indians. Alexander MacKenzie. Changing Channels, Bends in River, Islands. Names of Bends. Crossings, Bars. Sioux City. Description of Crafts. Bull-boat, Keel-boat. The Cordelle, Warping, Brigade. Swivel. Patron. French Canadians. Creoles. John Jacob Astor. Great Race. The Mackinaw.

In placing in this volume these chapters, even in advance of the real history of Greater Kansas City, the author makes no apology, for undoubtedly and unquestionably the Missouri River is its greatest natural asset.

Nor has he any apology to make for the free use of the historical knowledge which has been left to us by our fellow townsman and esteemed citizen, Mr. Philip Edward Chappell, the author of "A History on the Missouri River" prepared and read before the Kansas State Historical Society December 6, 1904. With the consent of the controller of all copyrights the author feels free, and authorized not only by this permission, but what is due his readers and the people of Greater Kansas City, not only to give free quotations, but to use whole paragraphs in his quotations, to disseminate these historical facts which come from the pen of one who was privileged to say: "All of which I saw and part of which I was," giving the reader a greater confidence and more profound satisfaction in the narrative. Mr. Charles S. Gleed, in writing a brief sketch on the life of Mr. Chappell at the time of the reading of the article, in closing says: "It is safe to say that Mr. Chappell has done more than almost any other man to preserve the fast disappearing facts of early Missouri river history. It is hoped that he will follow this charming task for many future years, so as to still further command the thanks of generations to come."

With this brief introduction, knowing he is giving true historical facts, the author will feel he is not doing justice to the memory of his friend for many years if he attempted to present these facts in his own language, rather than use the language of Mr. Chappell, who wrote of it from actual experience, so that if the quotation marks are omitted, and the narrative is sometimes written in the first person, the reader will understand it is so written in order to give the expression as an eye witness alone can give it.

Without this knowledge, from which many and extensive quotations may be made, the true meaning of what the Missouri river is and was to Greater Kansas City could not be written, therefore we aim to give the credit to whom it is due, for no man has ever been

more painstaking in his research to get the truth, the whole truth and nothing but the truth than Mr. Philip Edward Chappell, a friend of the author for many years.

Mr. Chappell lived near and on the Missouri river practically all his long, useful life, and his researches covered everything that had any bearing on the subject, and the publicity which will be given in this volume is due the people of Greater Kansas City, for it is appalling to think how little many of our people know about the Missouri river, particularly its past in the very fact that Greater Kansas City owes its start and very existence to being situated on the longest river in the world from mountains to the sea.

Some few months ago, the author's sister, Mrs. F., who had taken many delightful trips on the palatial steamboats which plied the river, majestically battling up the stream against its strong currents, and gliding swiftly and gracefully down in mid-stream, was conversing with a graduate of one of our state universities, one of a high average in scholarship, and while relating the wonderful pleasures derived from such trips, was greatly surprised when the young man asked the question: "Mrs. F., did steamboats ever run on the Missouri river?" The knowledge is available, and can be found in our public libraries and historical societies, but Kansas Citians should know something of the great river which flows through its midst, and particularly that period of half a century, when its steamers could be seen day and night rounding its hundred bends, from its mouth to the Yellowstone, more than 2,200 miles of navigable waters.

Mr. Chappell says and we concur in the thought which opens his history:

There is little doubt that had the Missouri river been discovered before the Mississippi, the name of the former would have been applied to both streams, the Missouri being considered the main stream, and the upper Mississippi the tributary. From the mouth of the three forks of the Missouri, northwest of the Yellowstone Park, to its mouth, is a distance of 2,547 miles, and to the Gulf of Mexico the Missouri-Mississippi has a length of 3,828 miles. The Missouri including the Jefferson or Madison branches, is longer than the entire Mississippi, and more than twice as long as that part of the latter stream above their confluence.

It drains a watershed of 580,000 square miles, and its mean total annual discharge is estimated to twenty cubic miles, or at a mean rate of 94,000 cubic feet per second, which is more than twice the quantity of the water discharged by the upper Mississippi. It is by far the boldest, the most rapid and most turbulent of the two streams, and its muddy water gives color to the lower Mississippi to the Gulf of Mexico. By every rule of nomenclature, the Missouri is the main stream and the upper Mississippi the tributary. The name of the former should have been given precedence and the great river, the

longest in the world, should have been called the Missouri from the Rocky mountains to the Gulf of Mexico. The earliest Spanish explorers evidently considered the lower Mississippi but a continuation of the Missouri, for during Coronado's expedition, 1540-42, the Indians told him, "The great river which DeSoto discovered * * * comes from a distant country in the mountains and etc."

The Missouri river was the same ugly, muddy, tortuous stream when first seen July 1st, 1673, by Marquette and Joliet, the Jesuit explorers, as it is today. They were the first white men to descend the Mississippi, and arriving at the mouth of the Missouri during the June rise, they were astonished to see flowing in from the west a torrent of yellow, muddy water which rushed furiously athwart the clear, blue current of the Mississippi, boiling and sweeping in its course logs, branches, and uprooted trees.

Marquette says in his journal, "Pekitanoui is a river of considerable size, coming from a great distance, and it discharges into the Mississippi." Marquette and Joliet's voyage on the Mississippi is given elsewhere in this volume.

They passed the Missouri July 1st, 1673, and were convinced the Mississippi emptied nto the Gulf of Mexico, instead of the Atlantic or Gulf of California. Mr. Chappell quotes extensively from Father Membre, and Henri de Tonti, both with LaSalle in 1682, when they called the Mississippi the Colbert and the Missouri is called "Emissourita" and speaks of Indians which use "horses to go to war."

LaSalle in his narration calls it the Missouris and tells of it being peopled by the Panis or Pawnees, a large tribe that roved from the Red river in Texas to the Platte, and claimed the country as far west as the Cheyennes. In 1836 they were estimated by the government at 10,000, but after the epidemic of the smallpox in 1838 and 1849, they were cut down to 4,500. It is said one-half of the tribes along the river died of cholera in 1837-'38.

In 1855 the Pawnees ceded their lands to the government, and were removed to the Indian territory in the '60s. They are but a remnant now, possibly less than 600. They were among the most dangerous tribes that infested the plains from 1840 to 1860. Note the picture named from them The Pawnee Rock on the Santa Fe trail.

Henri Joutel, the historian of LaSalle's last expedition, one of the half dozen survivors, after his murder by one of his own men, made his way up the Mississippi and on the 30th of August, 1687, and September 1st, passed by the mouth of a river called Missouri, whose waters were always thick, and to which our Indians did not fail to make sacrifice." Joutel was the first writer who wrote the name as we now spell it, Missouri.

Another among the priests of LaSalle's party calls the river Massourites, "navigable and inhabited by many populous tribes," calling them Ozages. "The Arkansa were formerly situated on the

GIANT STEAMBOATS AT NEW ORLEANS LEVEE IN 1852

upper part of one of these rivers, but the Iriquois drove them out by cruel wars some years ago, so that they, with some Ozage villages, have been obliged to descend and settle on the river which now bears their name."

In Tonti's memoirs published in Paris in 1693, he says: "We arrived on 17th (October, 1689), at an Illinois village at the mouth of their river. They had just come from fighting the Osages and had lost thirteen men, but they brought back one hundred and thirty prisoners." In Tonti's account of the route from the Illinois, by the Mississippi to the Gulf of Mexico, he says: "The rivers of the Missouri come from the west, and, after traversing 300 leagues, arrive at a lake, which I believe to be that of the Apaches.

The villages of the Missourita, Otenta, and Osage are near one another, and are situated on the prairies, 150 leagues from the mouth of the Missouri." Again he says on his downward voyage: "We descended the river (Mississippi) and found six leagues below, on the right, a great river (Missouri) which comes from the west, on which are numerous nations. We slept at its mouth."

Jean Francois de St. Cosme, a Canadian priest, descended the Mississippi, going as a missionary to Cahokia, and later to Natches, says: On the 6th of December, 1699, we embarked on the Mississippi river and after making 600 leagues (1650 miles) we found the river of the Missourites, which comes from the west, and which is so muddy it spoils the water of the Mississippi, which down to this is clear. It is said that up this river are a great many Indians." In another place he mentions the Arkansas Indians. "We told them," he says, "we were going down the river among their friends and neighbors, and that they would see us often: that it would be well to assemble all together, so as more easily to resist their enemies. They agreed to all of this and promised to make the Osages join them who had left the river of the Missourites, and were now on the upper waters of their own river."

By the foregoing quotations the fact has been definitely established that the Missouri Indians were first settled near the mouth of the Missouri river, and the Osages, at the mouth of the Osage river, but that in an early day, probably in the first half of the 17th Century, the powerful Iroquois, had driven the Missouris up that river as far as the mouth of the Grand river and the Osages, the most numerous of all tribes in Missouri far back on the Osage, on the high prairies of Vernon county, and many of them farther, even to the headwaters of the Arkansas, and had become friendly with the tribes farther down on the Arkansas river known as the Arkanzas.

We have also established the name of the Missouri as coming from this tribe of Indians.

The Osages have always been friendly with the whites and the government has always treated them very liberally until now, and

long before, they have been the most wealthy tribe in the world. Their total population in 1904 shows the population only 1,895 with an annual income of $418,611.39 and adding other leases total $584,000, and this gave $14.00 per month to every man, woman and child, but at this day with their oil leases, this is but a starter for their present income.

These are the Indians the government, through General Clark, endeavored to settle around old Fort Osage, but failed. Mr. Chappell, in the closing of his notes on the Osages, says: "But the time will come, under the present allotting system of the government, when the Osages will lose their lands, the fairest in the territory. It is the beginning of the end. Then, with their tribal relations sundered and the protecting arm of the governmnt withdrawn, their money will, under the influence of civilization, become a curse rather than a blessing." This was a prediction or prophecy uttered twenty-four years ago, and the question is for you to say whether even now it is true.

Mr. Chappell continues to quote from other explorers, most of whom have already been mentioned in this volume, among them the Baron de Lahontan, Penicant, James Gravier, Le Sieur, Father Marest, Charles du Tisni, De Bourgemont, in which he locates the Kansas village on the Missouri, where he crossed the river at Doniphan, Kansas.

During the entire period of the French occupancy of the Missouri Valley, 1673 to 1763, there was a continuous conflict between Spain and France for supremacy in the country west of the Mississippi. In 1719 a Spanish caravan was sent from Santa Fe to the Missouri river to drive back the French who even then were becoming numerous among the different tribes along that stream.

The fate of that expedition will ever be enshrouded in mystery, for with it was connected one of the darkest tragedies known in the annals of the West. By a shrewd piece of strategy the invaders were thrown off their guard by the Indians and massacred, but by what tribe the deed was done, or where, was never known. This expedition being sent from so great a distance naturally alarmed the French, and De Bourgemont's expedition to the Padoucahs in 1724 was their precautionary measure to forestall an invasion from Mexico.

The Missouri Indians have been traced all along up the river, on both sides. At the mouth of Mountain Creek stood a tall pinnacle or bluff, called Painted Rock, a noted rock to pilots in days of steamboating. On this rock, on the face side fronting the river, was found painted when first seen a picture of a strange animal, which resembled the painting found by Marquette, just above Alton, on the Mississippi. Near this rock were found what appeared to be the remains of an old Indian village and burying ground. The name Originally Moniteau. Now Moniteau as now given to the Creek and County, doubtless originated from the painting on the rock.

Mr. Chappell confirms the statement made in another Chapter in regard to the location of Fort Orleans, being on an island or on the Carroll County side, 18 miles up the river above the mouth of the Grand river. It appears there were two villages here, about three miles apart on the Petitsas Plains; one the Little Osages, one mile and a quarter north of Malta Bend, and the village of the Missouris was situated three and one-half miles north and the same distance east on the tract of land now owned by Benjamin McRoberts. Du Pratz gives another particular as to its location: "There was a French post for some time on an island a few leagues in length, over against the Missouris: the French settled in this fort at the east point, and called it Fort Orleans." This little frontier post had but a brief existence. Its fate is told in the following words by Bossui Baron Porneuf, who has been governor of Fort Orleans, established in that nation (Missouri), and who knows their genius perfectly well, has informed me that they were formerly very warlike and good, but they had been corrupted by the bad conduct of the French hunters, and by some dissensions among them; they had made themselves contemptible by frauds in trade; they seduced and carried off the Indian women, which among these people is a very great crime. All the irregularities of these bad Frenchmen irritated the Missouris against them, and, therefore, during M. De Bienville's government, they massacred the Sieur Dubois and the little garrison under his command, and as no soldier escaped, we have never been able to know who was right and who was wrong."

The Missouris, having rid themselves of the fort and its accompanying traders, remained in possession of their home until about 1774, when they were again attacked by the Sacs and other Indians, and reduced to a few families. These scattered, joining the Osages, the Otoes and the Kansas.

The remnant of the Missouris and the Otoes residing in Oklahoma in 1904 was only 365.

The Kansas Indians were living in a large village just above the mouth of Independence Creek, Doniphan County, Kansas. What appears to have been an older village site was found by Lewis and Clark on the Missouri just above Kickapoo Island, in Leavenworth County, in 1804. The tribe at that time was occupying a well established village just below the mouth of the Big Blue, on the north side of the Kansas river, where in 1819, they were visited by Prof. Thomas Say, of Long's expedition. They removed from this in 1830 to the western part of Shawnee County, where they established themselves in three villages, one north and two south of the Kansas river. About 1836 they went to the new reservation near Council Grove, and in 1873 to the Indian territory. During the war of 1812 the Kansas sided with the British, but renewed peace with the United States at St. Louis, October 28, 1815. June 3, 1825, they ceded to the government all

lands in Missouri and practically all of Kansas north of the dividing ridge between the waters of the Arkansas and Kansas, to a point thirty miles below the Kansas river on the western boundary of Missouri. Though the natural right of the Kaws to land in Kansas quite equaled if not exceeded that of the Osage, they are now, through the unequal treatment of the government, a practically destitute people when compared with the former tribe.

In regard to the characteristics of this tribe Pike says: "In war they are yet more brave than their Osage brethren; being although not more than one-third their number, their most dreaded enemies, and frequently making the Pawnees trouble; and that the Kansas and Osages escaped the Sioux, "but fell into the hands of the Iowas, Sacs, Kickapoos, Pottawatomies, Delawares, Shawnees, Cherokees," and five other southern nations, "and what astonished me exceedingly is that they have not been entirely destroyed by those nations."

Lewis and Clark represent the Kansas as a dissolute and lawless banditti, frequently plunder their traders, and commit depredations on persons ascending and descending the Missouri river; population rather increasing."

Daniel Coxe, an Englishman, and the owner of a grant of land extending from the coast of South Carolina to the Mississippi river, or "from sea to sea," issued by Charles I of England. He owned the first ship that entered the mouth of the Mississippi in 1699, and made a futile effort to establish a colony on that river. In describing the Missouri river and the country through which it runs, he says:

"The Great Yellow river, so named because it is yellowish, and so muddy that through the Meschacebe is very clear where they meet and so many great rivers of crystalline water below mix with the Meschacebe, yet it discolors them all even unto the sea. When you are up this river sixty or seventy miles you meet with two branches. The lesser, though large, proceeds from the south. . . . This is called the river of the Osages, from a numerous people, who have sixteen or eighteen towns seated thereupon, especially near its mixing with the Yellow river. The other, which is the main branch, comes from the northwest. . . . The Yellow is called the river of the Massourites, from a great nation inhabiting in many towns near its junction with the river of the Ozages.

"It will be one great conveniency of this country, if ever it comes to be settled, that there is an easy communication therewith and the South sea, which lies between America and China, and that two ways, —by the north branch of the Great Yellow river, by the natives called the river of the Massourites, which hath a course of 500 miles, navigable to its heads or springs, and which proceeds from a ridge of hills somewhat north of New Mexico, passable by horse, foot or wagon in less than half a day. On the other side are rivers which run into a

SNAGS IN THE MISSOURI RIVER

great lake that empties itself by another navigable river into the South sea."

The Missouri river, it will be remembered, was called by Marquette the Pekitanoui, and it is so laid down on many of the early maps. It was also called the "Ozage river," being doubtless confounded with that stream. Coxe calls it the Yellow river, although he also refers to it by the name by which it was generally known—the "river of the Massorites." The latter name was very appropriately given it by La Salle, from the Indian tribe which, at that time, dwelt near its mouth. This name was variously spelled by the early French: "Oumissourites," "Emissourites" and "Missourits." In the course of time, through the jargon of the French voyageurs, it passed through many changes, until it finally settled down to the present form—Missouri.

Showing the value of Missouri river water testing as far back as 1750, an excerpt from a letter of Father Louis Vivier written at Kaskaskia, Noverber 17, 1750:

"Before its junction with that river (Missouri) the Mississippi is of no great size. Its current is slight, while the Missouri is wider, deeper, more rapid, and takes its rise much farther away. Several rivers of considerable size empty into the Mississippi, but the Missouri alone seems to pour into it more water than all these rivers together. Here is the proof of it: The water of most, I might say, of all of the rivers that fall into the Mississippi is only passably good, and that of several is positively unwholesome; that of the Mississippi itself, above the junction of the Missouri, is not the best; on the contrary, that of the Missouri is the best water in the world. Now, that of the Mississippi, from its junction with the Missouri to the sea, becomes excellent; the water of the Missouri must, therefore, predominate."

Excerpts from the History of Louisiana by Le Page du Pratz, published with a map of the country in London in 1763, first published in Paris in 1658, describes the Missouri, also tells of how the different streams received their names, according to whether French or other explorers named them, for this reason the names in the Eastern part of state are all of that nomenclature, from Chariton, on down the river, either French or Indian origin.

After De Bourgemont, La Verendrye and sons claim the honor of being the first white explorers on the Missouri river in 1738; Pierre Gautier La Verendrye, commandant of Northwest Canada, came down from the British possessions to the Missouri river, which he crossed at the Mandau village near where Bismarck, N. D., is now located. His journal is supposed to have impressed Thomas Jefferson with the importance of the acquisition of that territory. Mr. Jefferson followed his conviction with well known tenacity and persistency, inducing John Ledyard in 1785 to "seek the West, by way of the East,"

when he pointed out to him the road to the Pacific coast through Russia and the Behring Strait. In 1783 proposed a second expedition to be taken by Geo. Rogers Clark and in 1793 he made an effort through the American Philosophical Society. All of these attempts failed, but he was on deck ready to take the bat the moment he became president of the United States.

Philip Pittman, in 1770, mentions the Missouri as follows: "The source of the Missoury is unknown. The French traders go three and four hundred leagues up to traffic with the Indians who inhabit near its banks. . . . From its confluence (with the Mississippi) to its source is supposed to be 800 leagues."

In 1792, Sir Alexander MacKenzie, the first to cross the continent, blazed a path over the Rocky Mountains, floated down the Frazier river to the Pacific Ocean, and gave to the world the first intimation of the grandeur of the Northwest. Lewis and Clark followed in 1804, tracing the great river beyond Yellow Stone Park, found the spring from whence it flows (the fountainhead) on the great divide. These reports showed the Missouri river, including the lower Mississippi, was the longest river in the world, that the Missouri valley is the most fertile agricultural region; that it was the largest body of tillable land, and finally that the Louisiana Purchase was the most profitable real estate investment that had ever been made.

While there are accounts of different voyageurs and trappers on the Missouri river, prior to 1700, there are none given that credence as to make them known as a historical fact. La Hontan claims in 1688-89, is one, and Le Sueur in 1705, is another claiming as far as the Kaw's mouth, but the Gazetteer of the State of Missouri, published in St. Louis in 1837, says the French ascended the river in 1705 as far as the Kanzas river. "The Indians there cheerfully engaged in trade with them, and all the tribes on the Missouri, with the exception of the Blackfeet and the Arickaras have since generally continued on friendly terms with the whites. It should be observed the French traders have always been more fortunate in their intercourse with the Indians than any other nation."

As early as 1700, it was reported there were not less than 100 *courieurs des bois*, or trappers, domiciled among the different tribes along the Missouri river. The *courieurs des bois*, was a type of the earliest pioneer, long since extinct. He was a French Canadian, sometimes a half-breed, and in his habits were blended the innocent simplicity of the fun-loving Frenchman and the wild traits and woodcraft of the Indian. Born in the woods, he was accustomed from childhood to the hardships and exposures of a life in the wilderness, and was a skilful hunter and trapper, his free and easy-going manners, peaceable disposition and vivacity qualified him for association

with the Indians, whose customs he adopted, and often marrying into the tribe, himself became a savage.

It was this roving vagabond who, as he wandered up and down the Missouri river, gave the poetic and musical French names to its tributaries and prominent localities which they bear to this day; such as the Marais des Cygnes (river of the Swans), Creve Coeur (broken heart), Cote sans Desin (a hill without a cause), Petit-sas-Prairie (little cradle of the prairie), Roche Percee (pierced rock), Bonne Femine (good woman), Aux Vasse (from Aux Vase, muddy), Gasconade (from gas comrade, turbulent), Lamine (from La Mine, the mine), Pomme de Terre (apple of the earth, potato), Moreau (very black), and Niangue (crooked).

But while the *couricur de bois*, the feather bedecked wanderer, has forever disappeared, he will not be forgotten, for—

"He has left his names behind him,
Adding rich, barbaric grace
To the mountains, to the rivers,
To the fertile meadow place;
Relics of the ancient hunter,
Of a past and vanished race."

It is true that many of the most beautiful of these French names have become so distorted in their anglicization, as to have lost all resemblance to their original meaning. When Lewis and Clark came up the river a hunter killed a bear at the mouth of a creek not far above St. Charles, and naturally, they called it "Bear Creek," while the French hunter called it "L' Ours Creek," l'ours being French for bear, and soon thereafter the long-haired Tenneseean came along, and not knowing the meaning of "L'Ours," called it "Loose Creek" and it is so laid down on the maps today. Another instance, a French hunter gave "Bois Brule," to a certain creek. The words mean "burnt woods," and perhaps a recent fire had passed over it, and the creek is now called "Bob Ruly." There is still a town of Bois Brule in Perry county.

PRIMITIVE NAVIGATION

In the eighteenth century there was no sign of any kind of boat on the waters of the Missouri more formidable than the Indian canoe, and the traders or trappers ascending the river singly or in pairs, conducted the commerce of the primitive fur trade with these canoes.

They spent the winter with some favorite tribe while trapping and hunting, returning to St. Louis with their canoes or pirogue well loaded with furs, which they immediately cashed, and as fire water was plentiful in those days, proceeded to go on a protracted debauch, lasting so long as their money reached, and as they were Catholics, went to the priest, where he was granted absolution from his sins, and was again ready to return to the wilderness.

It is not probable these early voyageurs ascended the river higher than the Platte, and yet some adventurous trapper may have gone much farther. A Frenchman is mentioned in a letter dated April 22, 1734, through Bienville, that had lived several years with the pioneers, and had ascended the river to the Ricarras, who had never before seen a Frenchman, and claimed he had found silver mines and two voyageurs appeared with him to verify his report.

It is certain the fur trade of the French on the Missouri river was well established in 1764, when St. Louis was founded.

Pierre Laclede Liguest had been given the exclusive right to trade with the Indians on the Missouri river by the governor of Louisiana. Little is known of the navigation of the Missouri river in the eighteenth century. The French voyageur could neither read nor write, hence while early voyages may have been made, no record was ever preserved. He continued to paddle his canoe up and down the river, gradually increasing his trade, and by extending his voyages a little higher up became better acquainted with its tortuous channel.

While Auguste and Pierre Chouteau had been handling the fur trade of St. Louis, and had the leading fur trading posts on the Missouri, and with the Osages on the Osage river since 1782, yet Manuel Lisa, a Spaniard, is generally accorded the honor of first navigating the Missouri river, as he was first to pass up in a keel boat, the next step above the canoe and pirogue. Lisa became the successor of Pierre Chouteau in trading with the Osages, who were then seated in what is now Vernon and Bates counties, Missouri. They transported their merchandise up the Missouri in pirogues to the mouth of the Osage, and then up that stream to the Indian villages.

The Chouteans continued to trade with the Osages for many years and gained a wonderful influence over them, and they intermarried with them, and there are descendants of this well known family, now living in the Indian territory, as well as in St. Louis and Kansas City, after a period covering more than 150 years.

The history of the Missouri river is the history of the country for nearly two centuries, and its influence on its development should not now be underestimated. First the Indian canoe, the French pirogue, his bateau, his keel boat, and his mackinaw boat, all had their day in making St. Louis the great fur market of the world. These all had their day in the eighteenth century, but the greatest invention of the nineteenth century come in on its second decade,—the steam boat.

For half a century the Missouri river was the great thoroughfare from the east to the west, and on it floated the travel and commerce of the Trans-Mississippi section. No one can now appreciate its importance in the past. Military posts were established that supplies by the river route might be easily obtained and settlements were made with the view of transporting the products of the farm to the market on

LA BARGE ROCK ON THE MISSOURI.

its waters. Capitals of states were located on its banks, that they might be accessible.

The constant changing of its channel is the first difficulty found in navigating the river. From the mouth of the Platte to the Mississippi, on either side of the river, are bluffs which parallel each other at an average width of two miles. The channel, except in high water is confined to one-fourth or one-half this distance, leaving the remainder bottom land. This bottom is practically all "made land" caused from accretions, and the river has never relinquished its title to it.

It may have been thousands of years in forming, but sooner or later the channel, unless restrained, will go back and claim its own. When the channel changes it leaves a sand-bar, which soon becomes over-grown with willows and young cottonwoods. These catch and retain the silt of subsequent overflows, which continually raises the surface of the accretion until, together with decaying vegetation, it becomes as high as the adjacent land, and thus the accretions if joining the land, adds to the acreage, but if formed in the middle of the river forms an island. This process goes on for centuries, and in this way the bottom lands along the Missouri river are continually forming and reforming.

BENDS IN THE RIVER

The most dangerous localities on the river are its bends and it was in them the accidents most generally occurred to the steamboats. The main channel of the river is disposed to follow the bluff shore, and does so until it meets some obstruction. A very trifling thing, such as the lodgement of a tree, the sinking of a steam boat, or anything that tends to turn the even flow of the water, deflecting it toward the other shore. The current thus deflected obliquely strikes for the opposite shore. As the land where it strikes is underlaid with a stratum of white sand, it melts before the strong current like a snow bank before a noonday's sun.

This undermining process goes on at every rise, until in the course of a few years a great bend is formed, thousands of acres of land are swept away, and the channel of the river is a mile or more away from where it formerly ran.

Some of these bends are as much as twenty miles long and have been many years in forming. The land along the shore was originally covered with a dense growth of large timber, cottonwood, elm, walnut, etc. As the banks are undermined these large trees tumble into the channel and float along the current until their roots, the heaviest part, after dragging awhile, become anchored in the bottom of the river. On account of the swift current when the roots anchor the tops of the trees generally swing around down stream, and after many years present the dangerous pointed snag to boats traveling up stream. They remain for many years, some beneath the water unseen, and others above. These latter, when seen, are called "sawyers" as

they often sway from the movement of the swift current. From the velocity of the current, and the innumerable snags, these bends were a continual menace to steam boats, and no pilot approached one especially at night, without trepidation and fear.

Each bend was known to pilots by its name, sometimes derived from the name of the planter who lived near by, or some steam boat which had previously been wrecked there. Among the former were "Murray's, Howard's, Wolf's, Penn's and Pitman's bend." Among the latter were "Malta Bend, Diana, Bertrand, Alert, and Sultan bend." Among the most noted localities on the river—noted because they were the most dangerous and contained the greatest number of wrecks—were "Brickhouse bend," "Bonhomme bend," "Augusta bend," and "Osage chute." Many a magnificent steamer was wrecked in them, and with them the fortunes of their owners.

CROSSINGS

Where the current changes from one side of the river to the other were called "crossings" and it was there the greatest difficulty was encountered by the navigator, not on account of snags, for there were none at these places, but because the water spread over a wide space at these crossings, and instead of one main channel there are many chutes, none of which, in a low stage of water, were deep enough to float a boat heavily loaded. Boats ran aground in low water in these crossings, and frequently were several days in getting over the bar. In such cases they resorted to the spars, the great poles carried on the bows of the boats with ropes and pulleys for this purpose. They were thrown overboard, and the vessel was lifted over the bar, as if upon stilts. It was no unusual sight, in the palmy days of steam-boating, to see as many as half a dozen fine steamers aground on a crossing within a short distance of each other. It was push and pull, spar and warp, back and go ahead, night and day, without a moment's cessation until the boat was safely over the bar. The jingling of the bells, the hissing of the steam, together with the swearing of the mate, who was giving the orders, rendered it an animated and interesting scene to the passenger as he stood upon the hurricane deck and looked on, but it was terrible to the crew. The author well remembers the old Souix City when it worked for three days and nights to pass a bar just below Arrow Rock and was finally released by a foot rise in the river.

DESCRIPTION OF CRAFTS

The primitive river craft, the canoe, needs no description. The birch bark canoe was not adapted to the Missouri river, it was entirely too frail in construction. The cottonwood canoe or "dug out," made from a log fifteen to twenty-five feet long and three or four feet in diameter, was universally used. Cottonwood grows along the river everywhere, hence was easily procured, it possessed the strength, lightness of draft, and durability, and was not only the primitive

THOMAS A. SMART FARM.
Smart, Swope and Others Fortunes Made From This Farm.

craft of the French voyageurs, but had been in use by the Indians from time immemorial.

The pirogue used by the French in the fur trade was simply a double canoe, built in the shape of a flatiron, pointed at the bow and a square stern. These two canoes were securely fastened together, a short distance apart, the whole being covered over with plank or puncheons. On the floor was placed the cargo, which was protected from the weather by skins. The boat was propelled up stream by oars or a line and steered by an oarsman who stood on the stern. A square sail was also resorted to, going up stream, when the wind was in the right quarter, and a distance of from ten to fifteen miles per day could be made under favorable conditions. Such boats were usually thirty to forty feet long, and from six to eight feet beam, and being of light draft were good carriers. They were much safer than the canoe, as from breadth of beam they could not be upset.

The bateau, as its name indicates, was another craft employed by the French fur trader. This was a flat bottomed, clumsily constructed boat, especially adapted to transporting a cargo of furs down stream, and did not differ materially from the flat-bottomed boat. It was usually fifty to seventy-five feet long, and ten to twelve feet beam. The gunwales were hewn from cottonwood logs, and the bottom was spiked on to stringers running lengthwise of the boat. The bow and stern were square, with a sufficient rake to prevent impeding headway. The oar, the pole, line and the sail were the appliances relied upon for motive power, in ascending the stream, but in going down the boat was allowed to float with the current, being kept in the channel by the steersman.

A very unique craft in use by the fur trader, from 1810 to 1830 on the upper tributaries of the Missouri, the Platte, the Yellowstone, and the Niobrara was the bull-boat. It was especially adapted to these streams on account of its extreme lightness of draught. These streams precluded the use of any other craft on account of the shallowness of the water. It was probably the lightest constructed boat for its size, but could carry a cargo of from 5,000 to 6,000 pounds. The frame work of the bull-boat was constructed of willow poles twenty-five to thirty feet long, laid lengthwise, and across these other poles were laid. All were then securely fastened together with rawhide thongs. Along the tops of the vertical portions of the frame work, on the inside, were then lashed stout poles, like those forming the bottom of the boat, which served as gunwales. To these gunwales were lashed crosspoles, to prevent the former from spreading. Not a nail was used in the entire structure, all fastenings being secured with rawhide thongs. The frame so constructed was then covered with buffalo hides, sewed together with sinews, the seams being pitched with a cement made of buffalo tallow and ashes.

A similarly constructd boat to the one just described, although

much smaller and of a different shape, was in use on the upper Missouri by the Mandan Indians, when they were first visited by the Hudson Bay Company, about 1790. This boat was about the size and shape of a wash-tub and one buffalo hide was sufficient to cover it, and it could safely carry one person.

After the return of Lewis and Clark from the upper Missouri, and the Yellowstone, with the glowing descriptions they gave of the country, and especially of the great numbers of beaver and other fur-bearing animals, a great impetus was given to the demand for superior boats and skilled boatmen to go to the upper river, a distance of some 2,000 miles. The voyage was one of great labor and hardships, and the liability of attack by fierce Indian tribes. Careful preparation to meet the new conditions, brought into being the most suitable craft ever constructed to meet the demand, the keel boat, the steamboat without steam.

THE KEEL BOAT

The keel boat was usually from fifty to seventy-five feet long and fifteen to twenty feet beam. The keelson extended from stem to stern, and it was a staunch vessel, well modeled, sharp bow and stern, and built by skilful workmen, after the most approved methods of shipcraft of that day.

Such a craft had a carrying capacity of ten to twenty tons, a draft of thirty inches light, and cost, usually, from $2,000 to $3,000. Amidship was the cabin, extending four or five feet above the hull, in which was stored the cargo of Indian merchandise. On each side of the cabin was a narrow walk, called by the French "*passe-a-vant*," on which the boatmen walked in pushing the boat along with poles. The appliances used for ascending the river were the cordelle, the pole, the oar and the sail. The cordelle was a line, sometimes 300 yards long, which was fastened to the top of the mast extending from the center of the boat. The boat was pulled along by this line by a string of from twenty to thirty men, who walked along the shore. When an obstacle was encountered which prevented the men from walking on the bank, the line was made fast to some object on the shore, and she was pulled up by the men on the boat pulling on the line. This process was called "warping." In the shallow places it was necessary to use the poles. The oars were used in crossing the river from one side to the other. The crew of a keel boat, in the fur trade called a "brigade," frequently consisted of 100 men, but this included the trappers and hunters *en route* to the mountains. They went armed, and every boat carried a small cannon, called a "swivel." The captain of the boat called the "patron," did the steering, and his assistant called the "bossman" stood on the bow, pole in hand and gave direction to the men at the cordelle. These officers were men of great physical strength and undaunted courage. The sail was seldom used.

The entire boating season, from March to November, was required

for one of these trips, and the arduous work, push and pull through rain and storm, from daylight to dark, was met by these French-Canadians, and it would puzzle the best of mates to hustle a crew together these days. The rations were pork and beans and lye hominy, and pork left out when hunters supplied game. There was no coffee or bread.

These French-Canadians, and some Creoles were a cheerful, obedient, happy and contented class under the most discouraging circumstances. They constituted a peculiar and interesting type of pioneer life, but now like the woodmen, entirely extinct. Many of these early river-men became pilots on the first steamboats, and their sons, following the occupation of their fathers, stood their "trick at the wheel" as long as there was a steamboat on the river.

A GREAT RACE

In the spring of 1811 there occurred on the Missouri river the strangest race ever run on any river in the west. It was a race between two keel boats from St. Louis to the mouth of the Ytllowstone, a distance of 1,790 miles.

John Jacob Astor was then preparing a trading post, Astoria, at the mouth of the Columbia river, and in addition to an expedition sent by sea around Cape Horn, had projected another up the Missouri river, to cross over the mountains and join the first on the Pacific coast. The latter was to be under the command of William Price Hunt, a partner of Astor. Hunt wintered on the Missouri river, at the mouth of a small stream called Nodaway, a little above the site of St. Joseph, Missouri, and set off up the river from this camp April 21, 1811. Manuel Lisa, the pioneer fur trader who had built the first house, a trading establishment, in what is now Montana, was in command of a boat belonging to an opposition company. He felt it was important for him to overtake Hunt and travel in his company for mutual protection in passing through the Sioux country. He also felt some anxiety as to whether two of Hunt's companions, rival traders on the Missouri, a previous season, and whom he had served a scurvy trick, might not incite some of his Indian patrons against him. Hunt, in turn, doubting Lisa's protestations of friendship, and sympathizing with his companions, made all haste to prevent being overtaken. Lisa left St. Louis April 2 and by great exertion overtook Hunt at the Great Bend of the Missouri, now in Lyman county, South Dakota, on June 2, after traveling 1,100 miles or about two-thirds of the distance to the Yellowstone. He, therefore, made 1,100 miles in 61 days, an average of 18 miles a day. The voyage was considered a most remarkable one, and was never beaten on the Missouri river by a keel boat. The two parties continued up the river to the Aricara village, and the race finally terminated in a better feeling between the patrons and crews on the rival boats.

It is impossible, in this age of steam and electricity, for any one

unaccustomed to the character of the Missouri river to comprehend the difficulties of such a voyage as these boats made in 1811. At the break of day, the horn called the men to the cordelle, and from that time till dark they tugged along the shore, half bent, wading in water, scrambling over rocks and through bramble and brush, they pulled the boat against the swift current, until the glistening snow on the distant peaks of the Rockies gave assurance they were approaching their journey's end.

The mackinaw, the last boat devised by the traders and the rivermen, prior to the supplanting of all this primitive craft by the steamboat, was built for one purpose only, floating down stream. They were made entirely of cottonwood plank, about 2 inches thick; it was fifty to sixty feet long with a twelve-foot beam, and a flat bottom. The gunwales arose about three feet above the water line amidship, and increased in height toward the bow and stern. In the bottom of the boat were stringers running fore and aft and to these were spiked the bottom plank, in the first years with wooden pin, but later with iron nails. The sides which were also of plank, were supported by knees at proper distances. The keel showed a rake of thirty inches, fore and aft, and the hold had a depth of four feet amidship, and about five feet on the bow and stern. In the middle of the keel was a space partitioned off with bulk heads, similar to cargo box in the keel boat. In this was stored the cargo of furs, put up in bales which extended several feet above the gunwales. The entire cargo, consisting of beaver and other valuable furs, was then covered over with buffalo skins, securely fastened to the gunwales by cleats. The poop-deck on which the steersman stood was used as quarters for the men. The voyage was always made on the June rise, and as the current was very swift, and no danger from bars, a distance of 100 miles per day was made. A crew of five men was all that was necessary, as the boat simply floated down with the current. The only danger was from Indians and snags. They usually went down in fleets, from six to twelve for mutual protection. The mackinaw was cheaply built and sold at the end of the voyage. These boats ran until 1845.

CHAPTER XIX

MISSOURI RIVER STEAMBOATS

Canoe. Pirogue. Keel boat. Mackinaw. Bullboat. Invention of steam boats. Robert Fulton not the inventor. First steam boat on the Mississippi. First on the Missouri, 1819. Yellowstone expedition. Early boats 1831. Golden era of steam boating 1850 to 1860. Social customs. Pilots. Crew. Palatial steamers. Captain L. T. Herndon. Governor Reeder of Kansas. Steamer John D. Perry. Cost $50,000; value $10,000 when burned. Captain Joseph Kinney. Malta Bend. Missouri Belle. Robert J. Walker. Governor of Kansas. New Lucy at Quindaro May 24, 1857. Captain James M. Kennedy, clerk. Frank A. Rood. Nine days on Omaha. Peter Balen, $80,000, one trip. Highest point on river. Polar Star fastest boat. Captain Wm. C. Jewett. Rowena No. 2. Captain Mason blown up on Sultana; 1,500 lives lost. St. Ange. Cholera. Burial of Father Hoecken, June 19, 1987. Star of the West in 1856. Mittie Stephens. Stone wall disaster. Timourt No. 2 explosion Jefferson City. General W. H. Ashley, ex-lieutenant governor.

A remarkable coincidence is mentioned in connection with the rapidly increasing population of Missouri immediately after the aquisition of Louisiana, as if improved facilities for transportation had been ordered to meet the demand. The first Anglo-American settlement at Loutre Island on the Missouri in 1807 was met in the East by the witnessing of the successful application of steam as a motive power on the Hudson. Had it not been for trouble with the Indians and the war of 1812, immigration from the older states would have made settlement along the Missouri to the mouth of the Kaw ten years before it actually came.

The canoe, the pirogue, the keel boat and the bull boat, had each filled its requirements, as necessity had drawn upon them, as the "mother of inventions," but now their inadequacy is plainly felt, and our inventive genius is called upon to supply such transportation facilities as will not only move the products in, but will bring the commerce of a newly civilized country up to its advanced position. The steamboat was destined to supply this want.

Yankee ingenuity was active, and studying the efforts that had been made to apply steam as a propelling power, was the incentive to engage the brightest minds of the new century. As early as 1736. Jonathan Hulls, an Englishman, had made some experiments along this line, but had failed. James Rumsey made the first attempt in this country and constructed a steamboat, which he propelled on the Potomac river in 1786 at the rate of four or five miles per hour, but this experiment for an unknown reason proved a failure. Others about the same period were endeavoring to meet the demand. Symington in Scotland, John Stevens at New York, and Oliver Evans at Philadelphia, each made some progress, but the new study for the application of steam required time, and each inventor used the idea of his predecessor, as the stepping stone to something higher. While Rumsey was experimenting on the Potomac, John Fitch was

making similar experiments on the Delaware. He was a Connecticut Yankee and was so far successful that in 1788 he built a boat that ran at a speed of eight miles per hour on that stream. He finally failed for lack of means to carry forward his experiments to a successful termination. He died a pauper, and a pathetic record was found in his diary after his death, as follows: "The day will come when some more powerful man will get fame and riches from my invention; but nobody will believe poor John Fitch can do anything worthy of attention."

The dying prediction of John Fitch proved prophetic, as a young mechanical genius of Philadelphia, Robert Fulton, came into possession of Fitch's plans and drawings, and associating with him Chancellor Robert R. Livingstone of New York, he carried into effect the practical ideas and plans of the man who was in fact the inventor of the steamboat. The world has given to Fulton the honor which belongs to the unfortunate genius whose ashes repose at Bardstown, Ky., where he was buried on the banks of the Ohio. When he failed he expressed a desire to be buried there, that as he said: "The future traveler on that stream may point to my grave and say: "There lies the man who invented the steamboat."

It was in August, 1807, that Fulton made his first successful trip with his boat, the Clearmont, on the Hudson; and steamboat navigation, from that day and trip, became an assured fact, and the travel and trade of the world entered upon a new era.

The success of Fulton on the Hudson immediately turned the attention of the active projectors of its application and unknown possibilities when applied to western waters, and as early as 1809 Nicholas Roosevelt, who had become associated with Fulton and Livingston, went to Pittsburgh and built a boat, calling it the New Orleans. There is an interesting history of this boat, the first one built west of the Alleghanies. She was propelled by a wheel at the stern, 138-keel, 1810, and the latter part of October, 1811, the New Orleans cast off keel-boats. She had two cabins in the hold, one aft for ladies and one forward for gentlemen, and was built at a cost of $38,000. Captain Roosevelt had previously constructed a flat boat, and made a trip to New Orleans to ascertain if his steamboat could stem the current of the Mississippi. He returned and began her construction in 1810, and the latter part of October, 1811, the New Orleans cast off her moorings at Pittsburgh, and as the first steamboat on the Ohio appeared, the banks were lined with the settlers to see what it looked like. She made Louisville, a distance of 678 miles, in sixty-four hours. She was detained here on account of the falls and low water until December, and passed New Madrid, Mo., on the night of December 16, just as the first shock of the great earthquake occurred, that most fearful convulsion ever known in the Mississippi valley. Finally

after a long and tedious voyage she arrived at New Orleans. She then ran between Natchez and New Orleans at a profit to her owners until July 14, 1814, when she was snagged near Baton Rouge and sank,—the fate of hundreds, yes, perhaps thousands, in the next sixty years.

The first boat to successfully stem the current of the Mississippi was the Enterprise which left New Orleans May 6, 1815, and arrived at Louisville on the 31st, making the voyage in 25 days; a remarkable achievement in that day. On August 2, 1817, the Zobulou M. Pike, a sidewheeler, came up the Mississippi to St. Louis, the first steamboat to land at that place. Its greeting needs no comment here.

In 1819 the first attempt was made to navigate the Missouri river by steam. The traders and voyagers had discouraged any thought of such a possibility on account of its tortuous channel and the swiftness of its current. In the spring of 1819 Colonel Elias Rector and others chartered a steamboat called the Independence, John Nelson, master, to make a voyage to old Chariton, a town then the fastest growing of any on the river. It was situated at the mouth of the Chariton river just above Glasgow. The Independence left St. Louis May 15, 1819, arriving at old Franklin on May 28, and continued the next day to Old Chariton, and returned to St. Louis June 5. It was a slow and tedious voyage, but it solved the question of navigating the Missouri river by steamboat. Both of these old towns were washed away in about 1826. During the same year the first Yellowstone expedition, sent out by the government as a military and scientific expedition, with troops under Colonel Henry Atkinson, and Major Stephen H. Long had charge of the scientific party. This was known as Long's expedition and has been given in another chapter.

With the exception of these special expeditions there were but few boats on the river until 1840. The boats during this period, 1820 to 1840, were a clumsy craft, built of string timber one hundred to one hundred and thirty feet in length, twenty to thirty-foot beam and six to seven feet hold. They drew, with a fair cargo, from three to five feet. They carried a single engine with one or two boilers. Their progress was not more than five or six miles per hour, and the puffing of the steam from their escape pipes could be heard for miles. There were no steam whistles, as they were invented in 1844.

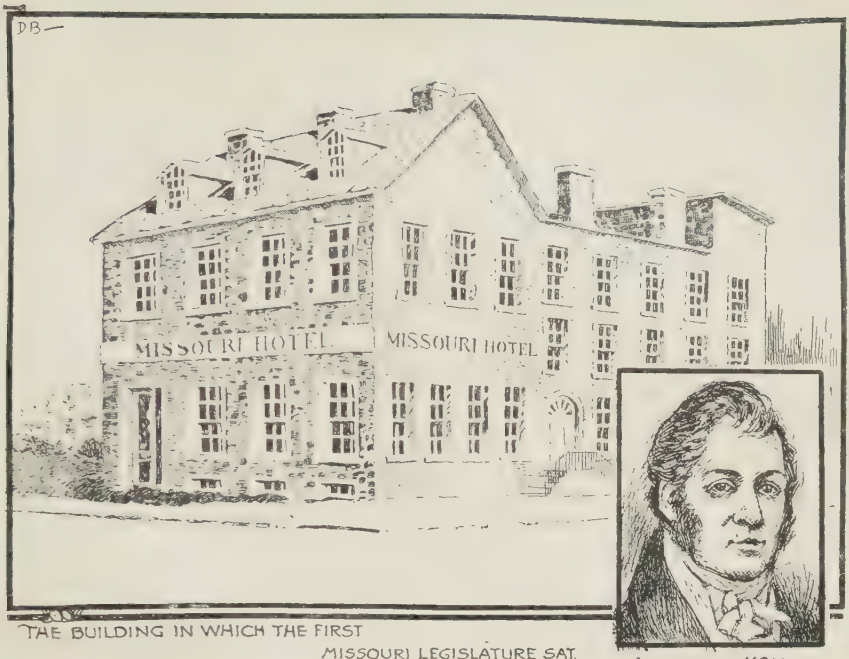
During this period, 1820 to 1840, the entire traffic was confined to the towns on the lower river, the Santa Fe trade at Westport Landing and the government trade at Fort Leavenworth. As early as 1829 a regular packet ran from St. Louis to Fort Leavenworth. During 1831 there were five regular boats on the river, but by 1836 this had increased to fifteen or twenty. The modern cabin was adopted in 1836. Previous to that time passengers were accommodated in the hull. Gradual improvements in cabins and double engines and boilers met the increasing demand in 1840. In 1842 there were twenty-six

regular boats in the lower river trade. They were from 140 to 160 feet in length, about 30 feet beam and 6 feet hold, full length cabins and side wheels. There were 312 arrivals and departures from Glasgow during the year, and 46,000 tons of freight were tranported.

In 1831 Pierre Chouteau, then at the head of the American Fur Company, built a boat called the Yellowstone, which left St. Louis April 16, 1831, and arrived at Bad river, South Dakota, on June 19. She returned to St. Louis with a cargo of furs, arriving July 15. She was the first steamboat to ascend the Missouri above Council Bluffs. In 1832 the Yellowstone made her second trip to the mountains, reaching Fort Union, at the mouth of the Yellowstone river about June 17, and on her return made St. Louis July 7. In 1833 she made two trips. Asiatic cholera first made its appearance in 1832 and a recurrence in 1833, caught the Yellowstone. Prince Maximillian's party was on the first strip, leaving St. Louis April 10, and arriving at Fort Pierre May 30. The Prince there transfered his quarters to the steamer Assiniboine, which had also ascended that spring. The Yellowstone immediately returned to St. Louis with a load of furs and began her second voyage. By the time she arrived at the mouth of the Kaw half of her crew were dead. There was no Kansas City then, only Chouteau's trading post, just below the city. Without a crew the boat could not proceed. Captain Bennett, the commander, manned the yawl and returned to St. Louis for a crew. During his absence the boat was left in charge of Joseph La Barge, then eighteen years of age, who was just beginning his long career of more than fifty years as a steamboat man on the Missouri river. The cholera alarm soon spread among the French colony on the shore, and they threatened to burn the boat. La Barge raised steam in the night, and taking the wheel ran the boat above the mouth of the Kaw. When Captain Bennett returned she proceeded on her voyage.

Fear of attack by Indians, and the scarcity of wood in the early boating days were two of the difficulties facing the early boatmen. While the crew was used to cutting wood from the wreckage or drifts along the shore there was always fear of a sudden attack by Indians. The Omega in 1843 was attacked when Captain La Barge and his negro Dave was at the wheel. When the bullets began to whistle through the pilot house Dave ran, and when upbraided by Captain La Barge, as a coward, he replied, "that it was not his fear of bullets, but that his eyesight was all he had to depend on to make a living, and he was afraid the flying pieces of glass would put out his eyes."

From 1831 to 1846 the American Fur Company owned most of the boats navigating the Missouri river, and they made annual trips to the mountains. Names and dates of these boats were: Yellowstone, 1831-33; Assiniboine, 1833; Diana, 1834; Antelope, 1835; Trapper, 1836-37; St. Peter, 1837; Elk, 1838; Platte, 1839; Enutie,



THE BUILDING IN WHICH THE FIRST MISSOURI LEGISLATURE SAT.

ALEXANDER McNAIR, First Governor of Missouri

USED BY LEGISLATURE IN 1821.

TEMPORARY CAPITOL, 1821 TO 1826, ST. CHARLES, MO.

1840; Otter, 1841; Shawnee, 1842; Omega, 1843; Nimrod, 1844; Iatan, 1845; St. Ange, 1851; Robert Campbell, 1853; Spread Eagle, 1859-62, and Chippewa, 1861. Other boats belonging to opposition companies were: The Astoria, Big Horn, Dacota, Cheau, St. Croix, St. Anthony, A. S. Bennett and W. H. Ashley.

In 1855 the government had established military posts on the upper Missouri. The principal points above Council Bluffs were Fort Pierre; on the west side of the river from the present Pierre, S. D.; Fort Clark south of the mouth of Big Knife river, North Dakota; Fort Union, in Montana, and Handy's Point, So. Dakota, where Fort Randall was established by General Wm. S. Harney in 1856. Some of these places, once so well known, have been wiped off the map.

The Nimrod made a voyage in 1844. She was a new boat built by the American Fur Company, and her log has been preserved. This was the year of the greatest flood, not excepting 1903, that has occurred since the settlement of the country. When the Nimrod reached the Maha village, a short distance below Sioux City, early in May, she found the water so low she was compelled to lay up and wait for a rise. After several days she proceeded on her voyage. As this was early in May, it is a noteworthy fact it refutes the popular impression that the overflows of the Missouri came from the annual mountain rise, caused by the melting snow. It is true the melting of the snow serves to augment the flood by keeping the stage of water high, and thus becomes an important factor in an overflow, but no great flood was ever caused by the melting of snow alone. They are invariably accompained by an unusual precipitation in the vast watershed of the Kaw, the Platte and other tributaries flowing into the upper part of the river just as the annual spring rise reaches this part of the river, generally about the 10th of June.

The "golden era" of steamboating on the Missouri river, is the decade from 1850 to 1860. After the fur trades, there sprang up the demand which brought forth the palatial passenger steamer of the '50s. She was generally about 250 feet long, 40 feet beam, and a full length cabin, capable of accommodating from 300 to 400 people. The Texas, occupied solely by the officers, was on the hurricane roof. She had a freight capacity of from 500 to 700 tons. She was symmetrically proportioned, trim, fast and sat on the water like a thing of life. Her two tall smoke stacks, with ornamental tops, between which was usually suspended some gilt letter or device, adding much to her beauty. The pilot-house on top of the Texas was highly ornamented with glass windows on every side, a fancy railing of scroll work surrounded the guards of the boiler deck and the Texas. The entire boat, except the smoke-stacks, was painted a dazzling white. The cabin of the boat, a long, narrow saloon, was a marvel of beauty with snow white splendor. The floors of the cabin were covered with the softest Brussels carpets, and the staterooms were supplied with every con-

venience. Indeed, the bridal chambers were perfect gems of elegance and luxury. The table was elegantly furnished, and the menu unsurpassed by that of any first class hotel. Each boat had in the ladies cabin a piano, and generally a brass band, and always a string band was carried. After the tables were cleared away at night, a dance was always in order, the old Virginia reel being the favorite dance. The social features of a trip on one of these elegant boats was most charming. The machinery and boilers were on the main deck. The latter, a battery of six or eight cylinders, was placed over the huge furnace. The machinery consisting of two ponderous engines, ran as smoothly as the movements of a watch, and furnished the motive power to turn the two immense wheels, some 20 to 30 feet in diameter, one on either side of the boat. The cost of such a boat was, during the '50s, from $50,000 to $75,000.

The crew of a first class passenger steamer consisted of a captain, two clerks, two pilots, four engineers, two mates, a watchman, a lamplighter, a porter, a carpenter, and a painter. There were also a steward, four cooks, two chambermaids, a deck crew of about 40 men and a cabin crew, generally colored, of about twenty. There were also a barber and a barkeeper, for a bar was always an indispensible attachment to a first class western steam boat. The entire crew numbered from seventy-five to ninety people.

The wages paid were commensurate with the size of the boat, the labor and danger as well as profits of the business. Captains received about $200 per month, clerks $150, mates $125, engineers about same as mates. Of course, these wages included board.

The pilot, however, was a law unto himself, and divided the profits with the owners and sometimes receiving the greater share. He was the autocrat of the boat and absolutely controlled her navigation. He determined when the boat should run at night, and when she should lay by. He received princely wages, sometimes as much as $1,200 per month and he spent it like a thoroughbred.

These exorbitant wages were demanded and paid as a result of a combination among the pilots, known as the "Pilots' Benevolent Association." It controlled the number of apprentices, and as no man could "learn the river" as it was called, without being shown, it absolutely controlled the number of pilots. It had a "dead-sure-cinch," and in compactness, in rigid enforcement of rules, and in keeping wages at high water mark it was a complete success, and continued to keep its organization so long as steam boating was profitable.

Piloting on the Missouri river was a science, and a skilful pilot was a man of wonderful memories of localities. No man not endowed with this peculiar faculty ever became a first class pilot. Read Mark Twain on what a pilot should know, and if that was required of a pilot on the Mississippi, you can realize what constituted a pilot on the

STEAMBOAT AT FORT BENTON, HEAD OF NAVIGATION IN '70s.

Missouri, when you increase his requirements about ten fold. He was required to know the river throughout his entire run as a school boy knows a path to the school house, upside down, endways, inside, outside and crossways. He had to know it at midnight of the darkest night, when called on watch, as well as in day light. He was expected to know every land mark on the shore, the location of every wreck and every dangerous snag, from one end of the river to another. He should be able to determine the location of the boat on the darkest night from the reverbation of the sound of the whistle as the echo resounded from the adjacent bluffs. He was expected to know every land mark on the shore, the location of every cabin, and the peculiar bark of every squatter's dog.

On one occasion a pilot attempted to make a crossing near Hill's landing, on the lower river on an exceedingly dark night, he missed the channel and ran the bow of the boat square up against the bluff sand bar. On being scolded by the captain he admitted he could not recognize a single landmark, so extreme was the darkness, but had guided the boat solely by the familiar bark of a dog, which belonged to a wood-chopper whose cabin stood near the head of the crossing. Unfortunately the dog coming out on this particular night had changed from his usual position, and was farther up the river.

Mr. Chappell, writing of the dangerous snags in the bends says, often he has stood in the pilot house, in going down stream, when on looking ahead it seemed impossible to find a space sufficiently wide to pass between the snags. Good judgment, a keen, quick eye, and an iron nerve were pre-requisites in a pilot, for there were times when a miscalculation as to the power of the wind, the force of the current, or even the wrong turn of the wheel would have sent his boat to the bottom of the river. It was the custom, in running such dangerous localities, to straighten the boat at the head of the bend and then "belt her through," by throwing the throttles wide open and putting on every pound of steam. Only in this way would the boat respond to the rudder, and thus prevent flanking on the dangerous snags. Many incidents are told of the narrow escapes of boats under full head of steam in the great bends.

In the height of the great traffic in the '50s, the boats often had to run night and day. A speed of ten miles an hour was made up stream, and a distance of 150 imles was made down stream. In July, 1856, the James H. Lucas, one of the fastest boats on the river, made trip from St. Louis to St. Joseph, a distance of 600 miles in 60 hours. In 1853, the Polar Star made the same trip in 68 hours.

There were no real boat races on the Missouri; some few made runs against time, and a large pair of gilded elk horns was carried by the boat holding the best record. The writer rode on the Post Boy from St. Louis to Hill's landing in 1868, when it carried the horns for quickest trip to Kansas City and return, time about 5½ days.

Racing was not encouraged on account of the most serious accidents, from bursting boilers.

Possibly the most terrible accident that ever occurred on the Missouri river was that of the explosion of the boiler of the Saluda, at Lexington, Mo., in 1852. The Saluda was a side-wheel steamer, with two boilers, and was on the way up the river, with her cabin and lower deck crowded with passengers, most of them were Mormons. The river was very high and the current exceedingly swift, and the boat had made repeated efforts to stem the current just above the levee at Lexington, but having failed dropped back to the levee. After waiting for the flood to subside for several days Captain Francis T. Belt, the commander, on April 9, again ordered steam raised for a final effort. He went to the engine room, and looking at the steam gauge asked the engineer how much more pressure she could stand. On being answered that she had every pound it was safe to carry, he said, "Fill her up, put on more steam," and remarked to the engineer that he would "round the point or blow her to h—l." He then returned to the hurricane roof, rang the bell, and gave the order to "cast loose the line."

The bow of the boat swung gently out into the stream and was caught by the current. The engine made but one revolution; then came a terrific crash, and all was chaos, darkness and death. The number of those who lost their lives was never known. About 100 bodies were recovered, and it was supposed that there were as many more victims whose bodies were blown into the river and never recovered. Nearly all the officers were killed among them Captain Belt. He was at his post on the hurricane roof, standing with his arm resting on the bell, when the explosion occurred, and was blown high up on the bank. His body was a mangled mass of flesh and bones. The bell which had just sounded the death-knell of so many souls was sold with the wreckage to an old German, who afterward sold it to the Christian Church at Savannah, Mo.

A partial list of boats wrecked on the Missouri river has been preserved, with the names of the captains and owners, the date and place where wrecked, the cause, and many other particulars. It contains the names of 300 boats, but is not complete. Of those named 143 were sunk by coming in contact with snags, twenty-five by fire, and the remainder by explosions, rocks, bridges, storms and ice. More than three-fourths were wrecked between Kansas City and the mouth of the river. In fact, there lie buried in the lower bends the wrecks of more than 200 steamboats covered with the accumulated sands of nearly three-quarters of a century.

In the old boating days, many tales of the shrewd gamblers, who plied their trade on the steamboats, were told, and it is to be regretted, many of them were not exaggerated. On some boats gambling was permitted, and upon these boats the professional gambler ran his

SECOND CAPITOL OF MISSOURI.
Built in Jefferson City in 1838, Destroyed by Fire in 1911. Prior to This a Temporary Capitol Had Been Kept at St. Charles From 1821 to 1826.

game openly and above board. On certain boats it was currently reported the captain or clerk stood in with them. It is said planters on the old Mississippi boats have bbeen known to bet negro servants on a game of cards, and while Mr. Chappell never witnessed anything quite so pathetic as that, he saw men, after losing their last dollar, take their watches and jewelery and cast them into the jack-pot. Poker was the game universally played on the river, big games they were, too, and excitement ran high as passengers crowded around the table in the cabin, on which the gold and silver were stacked.

Although the officers on some of the boats tried to prevent professional gamblers from coming aboard. Still they would creep in some wey—and Mr. C. gives an account of one scene which occurred on the steamer John D. Perry while he was clerk on the boat. The steamer left St. Louis one evening in July, 1858, with her cabin crowded with passengers. Among the number was an old gentleman, a farmer from the lower river country, who had gone down on the previous trip with his crop of hemp, which he sold. He came into the office just as the lines were cast off, and handed the clerk a well filled pocket-book, which he requested him to place in the safe. About 9

o'clock that night, after the boat had gotten several miles above the mouth of the Missouri, he came to the office and requested the return of the pocket-book. The clerk thought it strange he should want his money at that time of night, so a few minutes after he had given it to him, he walked in the cabin to see what was going on. There he found the old planter sitting at a table, on which was stacked a pile of money, playing with two men who, from their appearance, he took to be professional gamblers. As gambling was not permitted on the boat, the clerk went at once to the hurricane roof where he knew the captain was on watch and informed him of what was going on below. He came down in a hurry, and walking back to the table said: "This game must stop right here. You sports can't make a gambling house out of this boat. Mr. ——," calling the old farmer by name, get up from that table and take your money. These men are professional gamblers and are robbing you. Now," he said turning to the other men, "you fellows get your baggage and get ready to go ashore." The gamblers first undertook to bluff the captain, and then began to beg, but it was all in vain, he was inexorable. It was a dark and stormy night and the rain was pouring down in torrents, but notwithstanding the storm, the boat was landed alongside a dense forest and the two sporting gentlemen were made to walk a gang plank. The boat shoved off and left them standing there in the dark woods miles from any habitation, and as the buckets of the wheels struck the water, curses loud and bitter could be heard, as they swore eternal vengeance against the boat and her officers.

There were several cholera epidemics in the early steamboat days, and when a passenger died, especially a deck passengegr, who was generallly an immiggrant, the body of the unfortunate victim was hastily placed in a rude wooden box, the boat run along shore, where a shallow grave was dug in which it was hastily interred. There it remained unmarked until the shifting current of the river invaded the sacred spot and swept away all that was mortal of the unfortunate stranger, whose friends, perhaps, never knew his fate.

In thespring of 1849, the steamer James Monroe left St. Louis bound for the Missouri river crowded with California emigrents. The cholera scare had preceded the boat, and at Jefferson City they forbade the landing of the boat, even planting an old cannon called the "Sacramento" on the bank, threatening to blow up the boat. The boat stopped a mile below the town, and the poor unfortunate passengers, in their efforts to escape from the plague ridden vessel, came up the bank of the river, where afterward many of their dead bodies were found. Finally some of the citizens opened the doors of the churches, and ministered to those who survived. The steamer after lying there for several months was taken back to St. Louis. Another boat, possibly the most unfortunate on the Missouri river, at least far reaching in its results in the loss of human life was that of the St. Peter. She

was a single engine boat built by Pierre Choteau and Peter Sarpy. She left St. Louis in the spring of 1837, bound for the mountains loaded with supplies for the different posts. Her deck crew was composed of negroes, and before she arrived at St. Joseph, then called the "Blacksnake Hills," smallpox had broken out among them, and one who had died was buried there. The contagion immediately extended to other members of the crew, and the danger of communicating the disease to the Indians who were then numerous along the river, became apparent. Runners were sent forward to warn them to keep way from the banks, but notwithstanding this precaution the terrible contagion spread and was communicated to every tribe east of the Rocky Mountains. The fatality, as the Indians knew no way to treat the disease, was appalling, and among some Indians, amounted to annihilation. In the case of the Mandans, a tribe then seated near where Bismarck, N. Dak., is now located, a population of 1,700, was reduced to 31. Among the Pawnees who were then on the Platte, the death rate was so great, that, according to the official report made to the government, they were reduced within a year, from 10,000 to 4,000—more than one-half the tribe died. Utter dismay pervaded all the tribes and they fled from the pestilence, leaving the bodies of their dead to be devoured by wolves. In 1858 steam-boating on the Missouri river is said to have reached the summit of prosperity. There were then sixty regular packets on the river besides perhaps thirty or forty transient boats, called "tramps," which came into the river from other streams, making one or two trips during the season. Packet lines were established to Miami, Kansas City, St. Joseph, Omaha and even to Sioux City. These carried the United States mail and express, and were expected on regular time, and looked for as we now look for the daily mail on the train.

In this, the highest peak of river transportation, it was no unusual sight to see as many as five or six lying at a landing at the same time, and at no time was a boat out of sight during the boating season from March to November. River towns had greater populations fifty to sixty years ago than they have today. The usual life of a steamboat, barring accidents, was ten years, and she was expected to make money from the first turn of the wheel. If she did not make it, she was considered a failure. There were many boats that paid back their cost the first year. Steamboating was a hazardous business, and one attended with great risk, both to life and property but the profits, with the rates of freight from fifty cents to one dollar per hundred pounds, and passage from St. Louis to Kansas City twenty-five dollars, were commensurate with the risk. No insurance could be obtained against explosions, and the hull risk was from twelve to fifty cents per hundred.

Steamboating, notwithstanding all its drawbacks was a profitable and pleasant business and there was a fascination about it, which

when once followed prevented those so engaged from becoming satisfied on shore. Even when visiting our wharf today, you will not only find Captain James Kennedy there now a nonagenarian, but you will find several more there who still linger, and enjoy looking upon the waters of the old Missouri.

The continual change of scenery, the panoramic views of forests, and farm houses, the meeting with interesting people, and above all the social features of steamboating rendered the avocation a pleasant one. The most pathetic figures connected with steamboating, on the Missouri, was the tenacity with which the old steamboatman clings to the river. He seemed never to realize the changed conditions in transportation which came, and endeavored to continue the unequal contest with the new method, hoping for the return of the good old days until the fortune he had acquired was lost. There were few instances in which they did not die poor.

Among the finest boats in the palmiest days of the Missouri, a few are here mentioned, as the: Kate Howard, John D. Perry, David Tatum, Clara, Platte Valley, Asa Wilgus, Alonzo Child, F. X. Aubrey, Admiral, D. S. Carter, Emigrant, E. O. Ogden, Empire State, Isabella, Jas. H. Lucas, Meteor, Minnehaha, Polar Star, Peerless, Twilight, Twilight No. 2, Thomas E. Tutt, White Cloud and Edinburg. Among some that came later, were the R. H. Dugan, The Post Boy, E. H. Durfee, Phil. E. Chappell, Montana, Dakota, A. L. Mason, State of Missouri and State of Kansas. Some of these ran late as 1888. They were the last boats built for the Missouri river.

But steamboating on the Missouri river is dead. Like the cowboy and the prairie schooner, they are things of the past. The whistle of the first locomotive as it reverberated through the Blacksnake Hills on the completion of the Hannibal and St. Joseph railroad to St. Joseph in 1859 sounded the death knell to steamboating on the Missouri river. It was the beginning of the end. Steamboating began in 1819. At the end of twenty years, it had grown to large proportions, and continued to grow for the next twenty years. Then it began to die and in another twenty years it was dead. The war of 1861 caused the loss of many boats, and the few boats that remained went higher up the river to escape railroad competition. A temporary quickening was given to the trade when gold was discovered in the Black Hills in Montana. A rush to the new gold field, caused an unexpected demand for boats, for that was the only way to reach it. The voyage to Fort Benton, the nearest point to the mines, was 2,200 miles. This trade was short but profitable. The usual rate was 10 to 15 cents per pound and first-class passage cost $300. The St. John on one trip cleared $17,000, the Lacoxny $16,000 and the Octavit $40,000. The W. J. Lewis, a new boat built in 1865, went to Fort Benton in 1866, and when she returned to St. Louis after an absence of sixty days had cleared her cost, which was $60,000. The Peter Belan, an

old tub, not worth over $15,000, but a good carrier, made a profit of $80,000 on one trip. But this rich harvest only continued ten years, for the railroad pursued the steamboat. In 1873, the Northern Pacific railroad reached Bismarck and for the second and last time the steamboat was compelled to surrender.

"There is not today a single steamboat engaged in navigating the Missouri river. All are gone, the glory of the past is gone. The evolution is complete. The Indian canoe, the pirogue, the batteau, the keel-boat, the mackinaw boat, the steamboats have all passed away, and there now remains on what was the great commercial thoroughfare of the west, only the original navigator, the little blue winged teal. The recollection of steamboating on the Missouri river is to the old steamboatman but a pleasant dream of the past."

In two chapters, 181 notes and references were used by Mr. Chappell, showing the thorough and tedious work which occupied his time for many years, that we might learn the truth about the swirling waters of our great river and place before our children and children's children, vivid truths which are here preserved for their knowledge of the days when their ancestors were true pioneers.

LIST OF STEAMBOATS WITH INTERESTING HISTORY
1856-1863

1856-63.—Alonzo Child. J. B. Holland, master. A large side-wheel passenger packet on the lower river. She was taken into the lower Mississippi in 1859 with many other fine boats. On the fall of Vicksburg she, with twenty-three other steamers, was taken by the Confederates into the Yazoo river, and burned to prevent them falling into the hands of the Union army. Before she was destroyed, her machinery was removed, and hauled overland to Selma, Alabama, on the Alabama river, where it was placed in the Confederate gunboat Tennessee. This boat was afterward captured by Farragut at Mobile, Governor Pinshback, governor of the state of Louisiana during the reconstruction period, was steward of the Alonzo Child when she ran on the Missouri river. He was a mulatto. Ex-Governor Geo. W. Glick and wife came to Kansas on this boat about March 14, 1859.

1855-62.—A. McDowell. Eddie, master. A fine side-wheel boat. She sank at Murdock, below Washington, Mo. The A. McDowell (Wm. Wilcox then commander) was one of the three steamboats that was sent to Jefferson City, a day or two before the capture of Camp Jackson (May 10, 1861), loaded with gunpowder for Confederate forces, then called "The Missouri State Guard." This powder was from the Laflin Rand Powder Company of St. Louis, and it has been said, was never paid for. On the arrival of the boats the powder was distributed in the country in wagons where it was hidden away in old barns and secluded spots until the arrival of General Frank P. Blair, and the abandonment of the capitol by General Price, when the most of it was dumped into the Missouri river, to prevent it falling

into the hands of the Union forces. Just before the abandonment of the capital (June 13, 1861) the three boats were run across the river to Cedar City and tied up and abandoned by their officers. The writer (P. E. L.), under whose care they were left, surrendered them to General Blair on the 15th.

1846-49.—Amelia. Built in St. Louis at cost of $12,000. Thomas Miller, master. A side-wheel steamer of 150 tons. Sunk near Glasgow in 1849. She was owned in Jefferson City and named for Miss Amelia Cordell, belle of that city in her day. Captain Miller used to tell the following story illustrating one of the peculiarities of the Indian race—their stoical indifference to danger. He said: "On one trip of the Amelia to the mountains, she had on board some fifteen to twenty Indians, who were returning from Washington City, where they had been to visit their "great father," and were on their way to the upper river. They were not allowed in the cabin nor even on the lower deck, on account of the peculiar odor that always hangs around an Indian, but were required to remain on the hurricane roof, where they could have the full benefit of the breeze. They sat, perched over the skylight, with their red blankets wrapped around them, from morning till night, like a flock of red birds sitting on a limb. Not a word did they speak to any one, nor was a word spoken to them, as they sat there seemingly oblivious as to what was going on around them. When the boat had ascended the river to about the mouth of the La Mine she caught fire one day, in the hold. The cabin was at once filled with smoke, and a panic ensued among the passengers, for a fire was always extremely dangerous on a steamboat. The hatches were battened down, the steam turned into the hold and the fire was soon extinguished. In the meantime, as a matter of precaution, the boat was run along shore beside a dense forest and made fast to a tree. The Indians had shown no alarm during the excitement, but no sooner had the gangplank been run out than an old chief, who seemed to be the leader, jumped up, and with a grunt, 'Ugh' walked ashore with the others at his heels. Not a word was spoken, but they struck off through the tall timber in single file, and never looked back to see what had become of the boat. They were never heard from afterward."

1832-35.—Assiniboine. Captain, Pratt. American Fur Company upper river near Bismarck, North Dakota, June 1, 1835. Maximillian's boat, one of the first to go to the Yellowstone. She was burned on the upper river near Bismarck, North Dakota, June, 1835. Maxmillian's Travels in North America, volume 23 of Early Western Travels, Thwaite's page 178, has this note concerning the skin of a stag: "Unfortunately this skin, which with much trouble, I got to Fort Clark, was lost when the Assiniboine steamer was burnt in the summer of 1834." See also 8 and 10, New York Tribune, 1849, "The steamer Assiniboine (no doubt another boat) up to a year in the latter '40s enjoyed the distinction of having reached the highest point on the

Missouri river. The trip made by this boat was a quite noted one in those early days, notwithstanding it proved disastrous to its owners. Unfortunately the steamer on this trip was frozen-in, and before the end of winter entirely broken up, proving a total loss."

1839-40.—Bedford. A side-wheel, single engine boat on the lower river. On April 25, 1840, she struck a snag at the mouth of the Missouri, which knocked a large hole in her, and she sank in about a minute to the hurricane deck. Fourteen passengers were lost, and among them one had in his trunk $6,000 in gold. Boat built in 1839.

1845-46.—Boreas (No. 1). Side-wheel, lower river boat, double engines. She burned at Herman, Mo., in 1846, while bound down stream. She had a large amount of Mexican bullion and silver dollars on board which was lost. The boat was supposed to have been set on fire to cover up the theft of the money.

1871-75.—Capital City. She was one of the eight boats, a large side-wheeler, constituting the Missouri River Packet Company, which ran to Kansas City in 1872-73. In 1872 these boats carried 53,000 tons of freight down stream and 38,000 tons up stream.

1851-57.—Cataract. Marshall, master. Built in 1857. Large side-wheel passenger steamer in the Lightning line. Blew up in 1857 and killed fifteen people. Mrs. Miriam Davis Colt, author of "Went to Kansas," made the journey from St. Louis to Kansas City on this boat in April, 1856.

1836.—Chariton. Ramsey, master. A side-wheel, single engine, one boiler boat on the lower river, running in the trade from St. Louis to Independence, Missouri. She was named for the Chariton river, at the mouth of which a town was laid out in 1817, and in 1819 was the head of navigation for the first boat on the Missouri, the Independence. Chariton at that time, it was thought, would be the metropolis of Missouri. The boat was ill-fated from the time she was launched. She first sank at the mouth of the Gasconade, was raised and sank again at Wayne City, the landing for Independence, Mo., but was again raised. On July 28, 1837, she exploded her boiler while lying at the levee in St. Louis, killing ten or twelve people; but a new boiler was put in and she again started up the rive, when she finally sank in Euphriasie bend below Glasgow, Mo., October, 12, 1837.

1860-65.—Cora (No. 2). Brewster, master. A good stern-wheel boat. After the burning of the Osage and Gasconade bridges by the Confederates in June, 1861, she ran from Herman to Jefferson City, earning $40,000 in three months. She sank in 1865 near Omaha. She was built by Captain Joe Kinney of Boonville, Mo., and named for his daughter.

1856-59.—C. W. Sombaht. Sank at the mouth of the Saline river in 1869. She carried a cargo of merchandise and a large sum of gold and silver money which was never recovered. She now lies beneath a large farm. The boat was built by C. W. Sombart, a wealthy German miller, Captain Henry McPherson, Captain Joseph

L. Stephens, father of Governor Lon. V. Stephens, and other business men of Booneville. Captain McPherson was still living at Booneville in 1904. She was a good side-wheel packet, and ran on the lower river; never fast but a good carrier and money maker.

1863-67.—Effie Deans. A small boat in the Fort Benton trade. In 1864 this boat made the most remarkable voyage of which there is any record in steamboating. She left St. Louis in April and went to Fort Benton and back, a distance of 4,500 miles. On her return she was sent down the Mississippi and around the Gulf, and up the Alabama river to Montgomery. She made the return voyage the same season, and arrived at St. Louis without an accident. The distance traveled was as follows: From St. Louis to Fort Benton and back, 4,500; from St. Louis to Gulf of Mexico and back, 2,500; then across the Gulf to Mobile and back, 600 miles; and from Mobile to Montgomery, Ala. and back, 676 miles. The whole distance was about 8,276 miles. No other steamboat ever made so long a voyage on inland waters, including a sea voyage in one season. The Effie Deans belonged to McCune, Jaccard and LaBarge and burned at the St. Louis wharf in the spring of 1867.

1859-68.—Emilie (No. 2). Joseph LaBarge, master. This boat was one of the most famous on the river. Captain James Kennedy was clerk. She was 225 feet long, 32 feet beam, with a hold six feet deep, and could carry 500 tons. She was a side-wheeler, built on the most up-to-date lines by Mr. LaBarge, made her first voyage from St. Louis, October 1, 1859. Named for one of his daughters. The boat was run in the service of the Hannibal & St. Joe railroad, and made trips as far up as Fort Randall.

1876-83.—Far West. Grant Marsh, masteer. A stern-wheel boat belonged to Custer's expedition on the Yellowstone in 1876. She brought the wounded from the Little Big Horn battle to Fort Lincoln, a distance of 920 miles in 54 hours, a most remarkable run. She afterward ran in the lower river trade and sank at Mullanphy's island, near the mouth of the river, October, 20, 1883. Dodd was master.

1853-60.—Felix X. Aubrey. Brierly, master. A popular side-wheeler in lower river. She sank near Herman, Mo., in 1860, and her machinery was placed in the Arago. Felix X. Aubrey for whom this boat was named, made the most celebrated horse-back ride ever made on this continent. For a wager of $5,000 he rode from Santa Fe to Westport (now Kansas City), Mo., a distance of 775 miles, in five days and thirteen hours. He used a relay of horses. The boat bore on her hurricane deck the figure of a man riding at full speed on horseback. Aubrey's death in Santa Fe is told in the history of Westport. Captain James Kennedy was 2nd clerk on this boat in 1856.

1850-52.—Glencoe. J. Lee, master. A fine side-wheel passenger steamer. On the 3rd of April, 1852, just at dusk as the Glencoe was being moored to the levee at St. Louis, all thre of her boilers exploded.

with the most appalling result. The sound was heard all over the city, and in the neighborhood of the levee the shock was great, it was like an earthquake. The boat was crowded with people, many of whom had just come aboard, and the force of the explosion drove the wreck far out into the river. As usual in such disasters, what remained of the cabin immediately caught fire, and as the boat floated down stream many of the people were seen to throw themselves overboard to escape the flames. The fire burned fiercely and rapidly, and the spectacle was presented of the people running, with frenzied gestures, from one side of the boat to the other seeking some means of escape from the horrible death that confronted them. Five bodies were found on the deck of the Cataract, another Missouri river boat, that lay along side, and several on the Western World. A piece of the iron boiler was blown high in the air and came down on the roof of a house on the levee with such force as to break through and kill a woman, who was sitting in a chair in the room below. It was never known how many lives were lost in this disaster, but the number was great.

1840-46.—Haidee. Sank at Charbonier island near the mouth of the river in 1846. Percival G. Lowe, of Leavenworth, author of "Five Years a Dragoon," and ex-president of the Kansas State Historical Society, in December, 1849, started up the river in this boat or another of the same name. The boat was frozen in at Portland, Missouri, and the party of recruits had to march overland from there to Leavenworth, arriving at the fort December 25, 1849. They marched 300 miles, when the country was covered with ice and snow.

1857-59.—Hesperian. F. B. Kercheval, master. A large side-wheel packet in the lower river. Burned at Atchison on the east side of the river, opposite the foot of Commercial street, on a Sunday evening, 1859. After the H. & St. Joe railroad was finished and opened with a monster celebration at St. Joe, February 23, 1857, this boat ran as a passenger steamer in connection with trains from St. Joe to Kansas City. On Wednesday, September 27, 1859, Honorable Anson Burlingame passed Atchison going down the river on the Hesperian to Leavenworth where he spoke the following evening. This boat was owned by John W. Foreman, Jas. Foreman, A. B. Symms, and Captain Kerchieval. Symms was clerk, and all excepting the captain resided at Doniphan, Kansas.

1819.—Independence. Nelson, master. She was the first steamboat to enter the mouth of the Missouri river. She left St. Louis, May 15, 1819, and went up as far as the mouth of the Chariton, to the town of Old Chariton, whence she returned to St. Louis June 5, 1819. She was a small, single engine, no cabin, side-wheel boat, and exceedingly slow.

1856-60.—James H. Lucas, Tom Brierly, master. She was one of the largest, finest and probably one of the fastest boats ever on

the Missouri river. She made the run from St. Louis to St. Joseph, a distance of 600 miles in sixty hours and fifty-seven minutes. She was finally dismantled, and her machinery placed in the G. W. Graham, a Fort Benton boat. A letter in St. Louis Republican, June 22, 1856, signed H. C. P., says: "The James H. Lucas collapsed a flue today (June 17) somewhere above Kansas City. The cook was killed, and five persons seriously wounded. The boat is not much injured. At the time the collapse occurred there was much excitement and imense alarm on board. The women and children were taken on the hurricane deck, it is said, through the transom light spaces. The Lucas is a good boat and everybody is sorry for her kind officers."

1857-59.—J. H. Oglesby. E. H. Herdon, master. A long side-wheeler, 225 by 35 feet. She ran in the lower river trade, and on the 10th of October, 1859, struck a sawyer in Euphrasie bend, below Glasgow, Missouri, and was lost. Captain Edward F. Herdon was a typical Missouri river steamboat-man of the olden days. Physically, he was of medium size, but lithe and supple, and seemed to have a constitution of iron. He was a man of energy and nerve and being a strict disciplinarian, was tireless in watching every department of his boat. Captain Herdon went on the river as a clerk of the E. M. Clendemin, in 1850, when twenty years old, and remained on the river as long as navigation on that stream continued. He soon "learned the river" as it was called, and became one of the most skilful pilots that ever turned a wheel. He built several of the finest boats on the river, and on these he usually served in the dual capacity of captain and pilot. On more than one occasion when pilots could not be procured, he took a boat from St. Louis to St. Joseph and back by himself, performing the labor of three men—captain and two pilots. On these trips he stood at the wheel twenty hours out of twenty-four, and never left the pilot house even for his meals, which were brought to him. He would stand watch from daylight until midnight, and would then run into a wood-yard, and while the boat was being "wooded up," would throw himself down on a cot in the pilot-house and snatch a few hours sleep. He knew the river perfectly, every sand-bar, crossing, chute, towhead, cut off snag, and wreck, and could determine the location of his boat on the darkest night, from the outlines of the shore. Mr. Chappell tells how often he has stood with him at the wheel on a black, stormy night, going down stream at a speed of twenty miles an hour, when nothing could be seen, even of the shore-line except by the flashes of lightning. After a strenuous life Captain Herndon passed away in St. Louis in 1904, almost the last survivor of the "old guard."

1854-59.—J. M. Converse. A large lower river passenger steamer. It was on this boat that Governor Reeder, of Kansas, made his escape in the disguise of a wood-chopper, from Kansas City, Missouri, May 24, 1856. Governor Reeder's diary in full for the month of May,

CITY HALL AND FIRST COURT HOUSE, KANSAS CITY, 1856.

METROPOLITAN BLOCK, 14TH AND GRAND, 1860.

1856, giving details from the time of his escape from Lawrence to avoid a service of a subpoena until he arrived at Alton, Illinois, is provided in the Kansas Historical Collection, vol. 3, pp, 205-223. He was secreted from Sunday morning, May 11, until Saturday, the 24th, in Kansas City, by Shaler W. Eldridge and Kersey Coats and their wives. "Life Pictures in Kansas, 1856," MS. on file with the Kansas Historical Society in telling of the coming of James H. Caruth and family to Kansas, says they arrived at Kansas City, May 21, 1856, on the steamboat, J. M. Converse. This boat was a large Missouri river packet.

1859-69.—John D. Perry. Davis, master. Was built at Jeffersonville, Indiana, by Geo. W. Davis. Logan D. Dameron, Moses Hillard, Phil E. Chappell and others in 1857, and ran the lower river until 1861, when she was driven into the lower Mississippi, with many other boats of her class, by the strong competition of the railroads She continued to run in the lower river until April 4, 1869, when she burned at Duvall's Bluff on the White river. For the purpose of show the depreciation in steamboats, it may be stated the Perry cost $50,000. In February, 1859, she was valued at $36,000; in June, 1860, at $30,000; in March, 1862, at $20,000, and at the time she was burned, at $10,000. She was one of the best boats ever built for the Missouri river trade, and one of the most successful. As will be observed she lived beyond the years allotted to a western steamboat. Her dimensions 225 feet, 33 feet beam, hold 6 feet, measurement 382 tons, but capacity over 500 tons.

1872-82.—Joseph Kinney. George Keith, commander. A splendid side-wheel boat, 230 feet long, built by Joseph Kinney of Boonville, Mo. Ran in St. Louis and Kansas City trade. Wrecked first on Boonville bridge and second on Kansas City bridge, lost a wheel overboard, and finally on April 13, 1882, ran into the Glasgow bridge, and became a total loss. She was valued at $30,000. Captain Keith was in St. Louis in 1904.

1880-83.—Kate Kinney. A large stern-wheel boat built in 1880, burned at Shreveport, La., in 1883. These two boats, as well as Cora (No. 1 and No. 2), Alice and Joseph Kinney, were built by Captain Joe Kinney of Boonville, Mo., one of the most successful steam boatmen ever on the river, and were named for his daughters and himself. His name deserves to be remembered, for he made the most persistent fight against the railroads of any one ever connected with the navigation of the Missouri river. He died on his farm opposite Boonville, Mo., about 1900.

1841-42.—Malta. Throckmorton, master. American Fur Company boat; side-wheel, single engine. On August 8, 1842, when ascending the river in Malta Bend, just above Miami in Saline county, Mo., she struck a sawyer, which tore the entire bottom out of her and

she sank in a little over a minute to the hurricane roof. Probably no boat ever went to the bottom more quickly on the river. The town of Malta Bend took its name from the locality.

1830-34.—Missouri Belle, built in 1830 by Captain Littleton. She was the first boat to introduce the steam whistle on the Missouri river. It was customary for the boats late in the season to retire and seek other trades in the lower Mississippi and it's southern tributaries. In the fall of 1834 the Missouri Belle and Boonslick went into the lower Mississippi. On October 12 the Missouri Belle left New Orleans bound for St. Louis. When fifteen miles up the river she collided with the Boonslick, which was bound down stream. The latter sustained but little damage, but the Missouri Belle was injured. She sank in very deep water, going down to the hurricane roof. The Boonslick, rounded to and steered for the wreck, none of which remained above water except a part of the roof. To this the surviving passengers were clinging, and a line was thrown to them and they were taken off in the yawl. There were about 130 passengers on board, and about 30 were drowned.

1880-84.—Mittie Stephens. Henry McPherson, master. Named for the daughter of Captain J. L. Stephens of Booneville, Mo., who married Abiel Leonard of Marshall, Mo. Capsized and sank near Booneville, Mo., in 1881, and afterward raised. She was finally wrecked at Sibley, Mo., August 7, 1884. After leaving the south shore and entering the chute at Sibley, and the while crowding an upper reef and headed for the bight of the bend, she ran away from the reef, took a sheer on the pilot and ran into a nest of snags; a large sawyer struck her amidship causing her to make water rapidly and she went down in less than five minutes. There were several lives lost.

1852-57.—New Lucy. H. Johnson, master. A large lower river packet. Burned opposite the town of DeWitte, Mo., November 25, 1857. Tonnage 417. Robert J. Walker, territorial governor of Kansas, came up the river on the New Lucy. The boat reached Quindaro late on Sunday afternoon, May 24, 1857, and tied up a few minutes at the landing. It was soon noised around that the new governor was on the boat and the crowd of citizens waiting at the landing at once called for Governor Walker. The governor appeared on the upper deck and made a brief speech, his first address to a Kansas audience. Honorable Henry Wilson, senator from Massachusetts, was also a passenger on the same boat, and stopped off at the Quindaro House, where he stayed all night, and on Monday morning from the steps of the hotel made his first Kansas speech to a Quindaro audience. Frank A. Root of Topeka, one of the Kansas pioneers, and then residing at Quindaro, saw both parties and heard both speeches. The New Lucy was one of the Lightning Line passenger steamers, running in connection with the fast trains of the Missouri Pacific railroad from

Jefferson City to Weston in the spring of 1857. Captain James Kennedy, now wharf master of Kansas City, who passed his 90th anniversary some time since, was clerk on this boat in 1856.

1856-58.—Omaha. Joseph B. Holland, master. A side-wheel boat in the Omaha trade. Frank A. Root came up the river on this boat the second trip to Kansas in the fall of 1858. Chester Thomas, Jr., was also a passenger. The boat was snagged one night on the trip and delayed several hours while the necessary repairs were being made. She was frequently stuck on sand bars. Mr. Root paid fifteen dollars passage from St. Louis to Doniphan, and was nine days on the boat.

1866-69.—Peter Balen. A large stern wheel boat in the mountain trade. She went to Fort Benton in 1866 and cleared $80,000 on the trip, being the most profitable trip ever made on the Missouri river. She caught fire and burned at Dauphin Rapids, Montana, July 22, 1869. The Peter Balen was an old tub, and had come into the Missouri river from the Ohio during the flush times on the upper river. She was not valued at more than $15,000, but during the time she was in the Fort Benton trade paid for herself several times over. Besides having made the most profitable trip on the river she bears the distinction of having ascended the river to a higher point than any other steamboat. In June 16, 1866, she went to the mouth of Belt river, six miles below Great Falls, and thirty miles above Fort Benton, Montana.

Polar Star, 1852-58.—Conley, master. She was built in 1852 by Tom Brierly, and was one of the finest and most popular boats ever on the Mississippi river. She was also exceeding fast and in 1853 made the run from St. Louis to St. Joseph in 60 hours, the fastest time ever made on the river, 600 miles. Captain James Kennedy was second clerk on this boat.

1847-50.—Rowena (No. 1). W. C. Jewett, master. A fine and popular lower river packet. She sank in Penn's bend above St. Charles, March 14, 1850. Captain Wm. C. Jewett was the most popular captain on the Missouri river. He was a dapper little fellow, exceedingly handsome, and always dressed in the height of fashion. He was a universal favorite among the traders and shippers, and being a bachelor and great gallant, was especially popular with the ladies. His cabin was always full of passengers, and the deck of his boat loaded to the guards with freight. Captain Jewett built and commanded several of the finest boats on the river, among which, besides the Rowena, were the Lewis F. Linn and the Martha Jewett. He died in St. Louis of cholera in 1855.

1858-59.—Rowena (No. 2). John T. Dozier, master. Another fine side-wheel boat on the lower river. She was named for Miss Rowena Dozier, wife of Caswell Mason of St. Louis. Captain Mason

was blown up and killed on the Sultana of which he was master, near Vicksburg, Miss., in 1865. This was the most terrible marine disaster in the world's history up to that time. There were nearly 1,500 lives lost.

1849-53.—St. Ange. Joe La Barge, master. This boat was "built entirely complete upon the ways." The following item regarding her trip of 1850 is copied from the St. Louis Republic, July 20, 1850: "The quickest trip on record. The fine steamer St. Ange landed at the wharf yesterday, only ten days from Fort Union at the mouth of the Yellowstone. The St. Ange left the mouth of the Yellowstone or Fort Union on the 9th inst. The river was then swelling slightly from recent heavy rains, with a fair stage of water all the way down. * * * The boat left this city on the 13th of June. She reached her destination on the 8th of July, started to return the 19th and reached this city about 1:00 p. m. yesterday, making the run in thirty-six days, being the quickest voyage ever made going or returning, and the entire trip in nearly twenty days less time than it was ever performed before." She went again to the Yellowstone in 1861 and afterward ran on the lower river. On this last trip to the mouth of the Yellowstone she had on board about 100 passengers, among whom were two distinguished missionaries, Jesuits, Father Christian Hoecken and Father De Smet. The cholera broke out after the boat had gotten above St. Joseph, and among the many who fell victims to the scourge was Father Hoecken, June 19, 1851. It was determined his body should be taken back to St. Louis, instead of being buried in the wilderness, and a rough coffin was constructed in the following manner: A cottonwood log was split in twain, and each half was hollowed out in the shape of a trough; within the cavity the body was deposited, and the seams of the log were caulked with pitch and oakum so as to render it airtight; the stick of timber was then squared and stripped with hoop iron, and then interred on the bank of the river, at the mouth of the Little Souix. On the return of the boat from the mountains shortly afterward the unique casket was exhumed, taken to St. Louis, and delivered to the Jesuit fathers, by whom it was given proper sepulchre. This boat was named for Louis St. Ange de Bellerive, the French officer who accompanied Bourgemont to Kansas in 1724. He was long in the service of the French government, and in 1765 surrendered Fort Chartres to the British and transferred the French headquarters to St. Louis, Mo., where he remained in authority until 1770. Here he died at the home of Madame Chouteau, December 27, 1774, aged 73 years.

1847-49.—San Francisco. Mortimer Kennett, master. She was one of the twenty-three boats burned at the St. Louis wharf in the great fire of May 17, 1849. This was the most destructive fire, except Chicago in 1871, and San Francisco, 1908, west of the Alleghanies.

The fire broke out about 10 a. m. on the levee at the corner of Locust street, and soon spread over many blocks along the now river front, destroying property to the value of $5,000,000. During the night the conflagration extended to the steamboats moored at the levee, first to the White Cloud, a large New Orleans packet. Among the twenty-three burned were eight Missouri river steamers. Beside the San Francisco were the Alice, Boreas (No. 3), Ella Stewart, Kit Carson, Mandan, Martha and Timour (No. 1).

1854-58.—Star of the West. Parkinson, master. A Missouri river packet. Ran the lower river in 1858. Large side-wheel boat. She landed at Kansas City April 12, 1856, with 100 immigrants from Georgia, Alabama, South Carolina and Kentucky. From the following quotations her guests on the next trip were of a different political complexion. "The Star of the West," as we learn from the Edinburgh, was having trouble with her passengers. When the Edinburgh passed down the boat was lying at Weston with the whole crowd on board, and with no prospect of landing them at any point. The passengers on board, it is known, are abolitionists, and after having had their arms taken from them at Lexington, the boat proceeded to Weston, but on her arrival there the inhabitants of the town and surrounding country refused to allow them to come on shore, and the only alternative now left is for the boat to bring them back and land them where she got them, which we learn will be done." St. Louis Intellinger, June 28, 1856.

1888-89.—State of Missouri-State of Kansas. These twin sister boats with the A. L. Mason, constituted the Kansas City Packet Company. They were the last boats built for the Missouri, in their vain attempt to complete with the railroads, and having failed on the Mississippi where they were all lost, The State of Missouri was burned on the Ohio. The capital stock $133,000, was all lost.

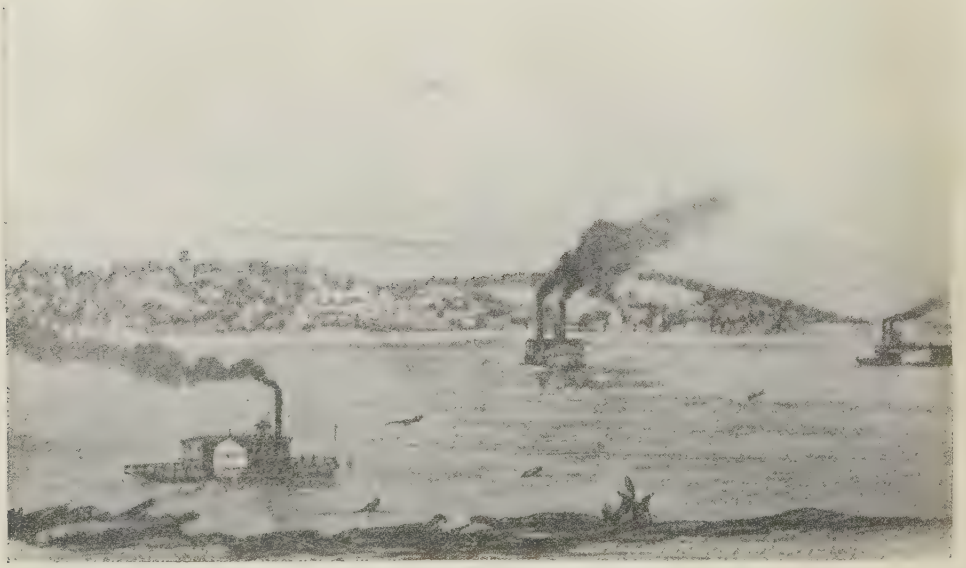
1865-69.—Stonewall. McKinney, master. A large side-wheel lower Mississippi boat which came into the Missouri. On October 29, 1869, she exploded her boilers near Ste. Genevieve on the Mississippi, causing loss of 125 lives, many laborers en route from St. Louis to New Orleans. Upon recovering their bodies several thousand dollars were found. There being no way to identify them, the money was paid into the state treasury of Missouri. It was carried on the books of the treasurer in an account called: "Victims of the Stonewall disaster." But never having been claimed, it was carried to the general school fund of the state by Mr. Chappell in 1881, when he became state treasurer.

1850-54.—Timour (No. 2). Ed Dix, master. Exploded just below Jefferson City, August 26, 1854, causing the loss of many lives. Mr. Chappell as a bare-footed boy, was an eye witness of this explosion. It was Saturday about 2 P. M. when he was standing on the levee at

Jefferson City, waiting to cross over the river to his home on the opposite shore. He was watching the boat ascending the river, when there came a loud report of a tremendous blast, and the boat was enveloped in a great cloud of steam and smoke. In a moment the cloud had blown away, but alas! the boat had disappeared. He jumped into a skiff with the ferryman, and they rowed as rapidly as possible to the wreck about three miles distant. They were the first to arrive, and what a horrible scene met their gaze. All of the boilers of the boat—three in number—had exploded simultaneously, wrecking the entire forward part of the boat, and causing the hull to sink aft of the forecastle. The shrieks and groans of the dying, and the piteous appeals that they be put immediately out of existence, to end their sufferings, were heart rendering. * * * Many lives were lost, how many was never known, as many were blown into the river and never recovered. Those still alive were so badly scalded as to have little resemblance to human beings. Among the dead were Captain Dix, his brother Charles and Charles Ecker, the clerk. The wounded were moved to Jefferson City, where many of them died.

1819—Western Engineer, Major Long's Expedition. Ascended river as far as Council Bluffs—the first boat that far.

1830 (?)—W. H. Ashley. Named for General Ashley. A successful trader, lieutenant governor of Missouri, brigadier general of the state militia, a member of Congress and in his day the most popular man in Missouri. His remains are interred on the bank of Missouri river near the mouth of La Mine river, ten miles above Booneville in a forgotten and unmarked grave. Such is fame.



OLD BRUNSWICK IN STEAMBOAT DAYS.

CHAPTER XX

739 STEAMBOATS OF THE MISSOURI RIVER

First, List of 73 Steamboats which ran on the Missouri River of which nothing is known but their names and date of years on the river.

Second, List of 295 Steamboats on the Upper Missouri River from 1862 to 1888. These boats generally ran to Fort Benton. Most of them small stern-wheelers. Date and disposition given if known.

Third, List of 371 Steamboats running on the Missouri River from 1819 to close of navigation, giving date, name, master, disposition, kind and remarks.

List of 73 steamboats which ran on the Missouri river of which nothing is known but their names and date of year on the river:

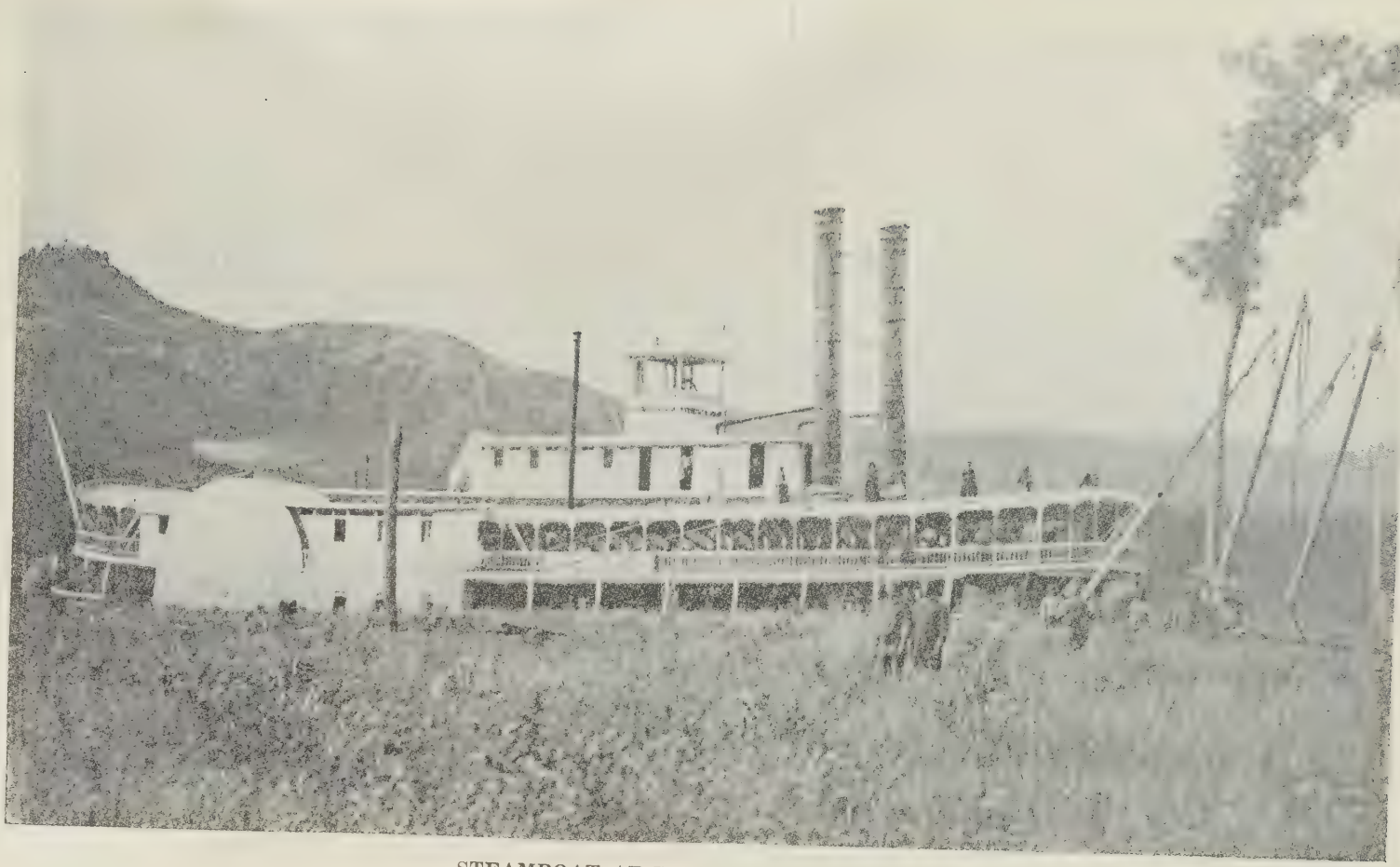
Agnes, 1866; Alconia, 1857; Algomar, 1855; Alma, 1842; Amazon, 1835-6; Antelope, A. F. C. Archer, A. Saltman, 1850; Blue Wing;, Bluff City, 1858; Bunker Hill, 1854; Calliope, 1880-88; Cambria, 1855; Cambridge, 1856; Castle Garden, Chouteau, Clipper, 1853; Cutter, 1865; D. A. Russell, Diadem, 1850; Ella, 1849; Embassy, 1842; Favorite, 1863-66; Financier, 1849; Financier, 1855; Forest Rose, 1856; Fulton, 1866-67; Gallatin, 1865; General Grant, Gold Finch, 1867-68; Guidon, 1850; Hannibal, 1850; Hartford, 1855; Hartford, 1866; Helene, 1866; Huntsville, 1840-42; Ida Stockdale, 1867; Iron City, 1866; Jacob Sass, 1866; Jennie Brown, Keokuk, Last Chance, Libbie, Martin, 1866; Luella, 1866; Maggie, 1862; Messenger, 1859; Miner, 1866-67; Mollie Moore, Monsoon, Montauk, M. S. Mepham, Nellie, 1864; Rogers, New Haven, Nile, Northern, 1859; Ogden, Paragon, Peoria City, Powhattan, Prairie Rose, Prairie State, E. M. Ryland, 1860; St. John, 1866; Stella, 1854; Blanche, 1866; Taycony, Tompkins, 1843; Troja, 1843; Tuscumbia, 1819; Transient, 1840; Undine, 1885; Twin City, Viola Belle, Welcome.

STEAMBOATS

List of 295 steamboats on the upper Missouri river from 1852 to 1888 which generally ran to Fort Benton, most of them small stern wheelers.

Ajax, Alex Kendall; Alice, sank above St. Charles in 1863. Amanda, burned above Omaha, 1867. Amaranth, lost at Sioux City, 1869. Amelia Jones sank in 1868. Andrew Ackley, 1868. Andrew S. Bennett, sunk by ice in 1863 at Sioux City. Anna Lee, sank at Glasgow, 1861; Antelope, 1867-68. Antelope No. 2, sank at Bonhomme, South Dakota, 1869. Argonaut, sank at mouth of river in 1865. Arkansas, Ashland, Bachelor, sank at Ft. Pierre, South Dakota, in 1884. Bannock City, 1865. Bart Able, Bedford No. 2, 1879. Belle of Jefferson exploded at mouth of Osage, July 7, 1875, seven killed. Belle Peoria sank in upper river. Belle St. Louis, 1873. Ben Johnson, 1867. Benton, 1864. Benton, 1887. Bertha, sank near St. Joseph June 25, 1872. Bertrand, sank above Omaha in 1865. Big Horn, 1865-78. Bishop,

capsized in 1867 at Nishnabotna. Black Hills, 1862, sank at Yankton. Bridgeport, sank June 2, 1868, near Sioux City. Bright Star, 1873. Battle, burned 1883. Carrie, sank above Omaha, April 13, 1868. Carrie V. Kountz, burned at St. Louis March 29, 1869. Carroll, 1877, burned Fort Randall, 1877. C. C. Chapman, sank at Chapman's Landing above Glasgow, 1886. Champion sank at Portland, Mo., in 1864. Chippewa, 1859, burned at Poplar river, Montana, May 10, 1861. City of Pekin, C. K. Peck, 1877. Clipper Coleman, exploded and sank near Rockport, Mo., 1862. Colona, 1868. Colonel McCloud, sank near Bismarck in 1879. Colonel Parr, Colossal, Coosa, Comelia, 1870. C. P. Huntington, a transfer boat, Cutter, 1864. C. W. Mead, 1875. Dakota, 1887. Dallas, sank below Brownsville, Neb., 1870. Daniel Boone, David R. Powell, David Watts, 1866. DeBussey, 1873. De Smet, 1873. Deer Lodge, 1866. Dells sank at White Cloud in 1878. Denver No. 1, burned at St. Joseph, May 16, 1867. Denver No. 2, sank near Fort Lincoln, 1880. Dora-Dorcas, sank below Herman, Mo. Eclipse, sank near Sioux City, Sept. 3, 1887. Edgar, sank at Omaha, 1864-65. E. H. Durfee, 1862-78. E. Hensley, Elkhorn No. 2, 1873. Ella, built at Leavenworth. Ella Kimbrough, 1865, sank near St. Charles. Emma, built at Leavenworth, sank above Omaha in 1873. E. O. Standard, sank below Sioux City. Esperanza, burned at Prophets Island, Dakota, October 23, 1874. Eureka, 1860, Kansas river boat. Fanchion Scott, burned at St. Louis, March 29, 1869. Fanny Tatum, 1877. Far West, 1871. Flint, 1871. Florence Meyer Fontenell, sank in Amazon Bend above St. Joseph, August 21, 1871. F. Y. Bachelor, 1865. Galia-Gallatin, 1866, sank at mouth of Sioux in 1868. Gate City, 1814. C. A. Thompson, 1867. General Bragg, sank near Herman, Mo. General C. H. Tompkins, 1878. General Custer, 1877, sank at Rush Bottom opposite Rulo, Neb., 1879. General D. H. Buckner, 1878. General Dix, burned at St. Louis. General Gaines, General Grant, sank below Bellevue. General McCook, General McNeil, sank in Howard Bend in 1860. General Mead, 1880, sank at Pelican Island in 1888. General Perry, 1887. General Terry, sank at Omaha in 1888. George C. Wolf, sank at Bowling Green Bend below Brunswick, May 3, 1874. George Lee, ferry boat at Rocheport, Mo., sank 14, 1883. George Spangler, sank at Portland, Mo., in 1879. Georgia, Gerard B. Allen, burned at St. Louis, March 30, 1869. Gladiator, Glencoe, No. 2, sank at Nebraska City, 1887. Gold Dust, 1877. Gold Finch, 1866. Governor Allen, sank in Malta Bend in 1877. Grafton, Gray Cloud, Great Western, Guidon, Gus Linn, sank below Sioux City, 1865. G. W. Graham went to Fort Benton in 1867. Largest boat that ever went that high up the river. Length 249 feet, width 40 feet; burned at St. Louis in 1869. Gypsey, H. D. Bacon, burned at St Louis. Helena No. 1, 1866, sank at Bonhomme Island, near mouth, October 31, 1868. Helena No. 2, sank at Bonhomme Island, South Dakota,

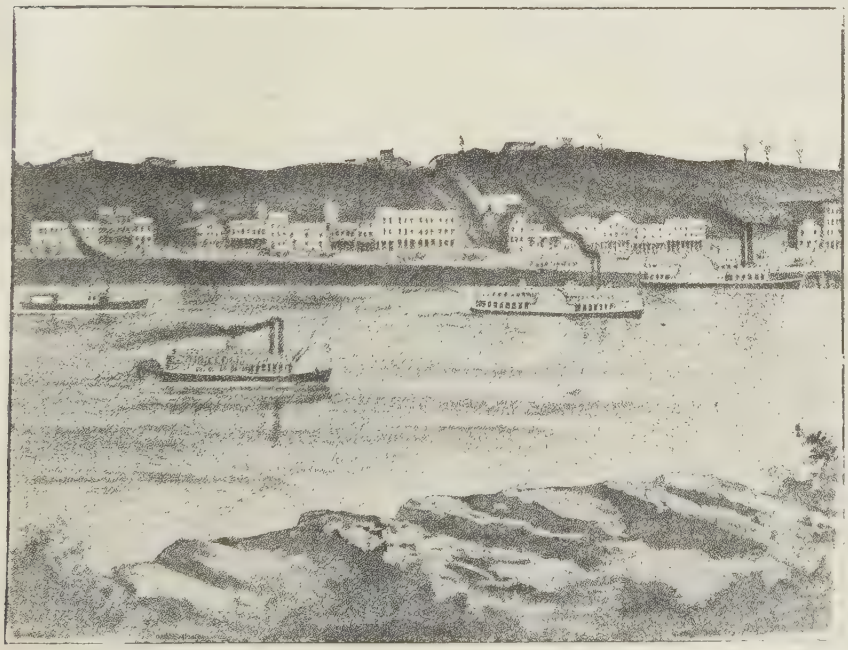


STEAMBOAT AT WAY LANDING IN EARLY '50s.

1887. Henry Adkins, 1868. Henry M. Shreve, 1869. Hilman sank at Miami Bend. Hiram Wood, No. 1, 1868, sank at Rose Bend on upper river in 1873. Hiram Wood, No. 2, ferry-boat, Sioux City, Hope, went to Fort Benton in 1880. Huntsville, No. 2, 1867. Huron, sank at St. John's Island near Washington, Mo., 1871. Ida Fulton, 1867. Ida Reese sank at White river in 1871. Ida Stockdale sank at Bismarck, 1871. Imperial, 1867, sank at Bonhomme Island. Dakotah, 1868. Imposter, 1868. Ione, sank at mouth of Saline. Irene, sank in lower river. Island City, sank at Fort Benton, 1864. James D. Rankin, wrecked in Yellowstone, 1877. James Lyon sank at BonHomme near mouth of Missouri, 1882. J. C. Irwin, built at Leavenworth. Jennie Brown, 1867. J. F. Frazier, J. F. Joy, 1875. J. H. Lacey, sank at the mouth of Nodaway river in 1867. J. M. Chambers, 1878. John Warren, 1859. Josephine, small stern wheeler, in 1876 went up the Yellowstone, ten miles above the mouth of Powder river, being highest point ever reached by a steamboat on that river. Judith, 1886, sank at Pelican Island below St. Charles July 30, 1888. There were two Pelican Islands. Kate Kearney, 1876. Kate Kinney, 1877. Katie P. Kountz, 1872, at Black Bird Hills, Nebraska, on upper river in 1878. Key West, 1860-63. Lacon, Captain John Lynd, sank near Arago, Nebraska, about 1883. Lancaster, sank at Smith's Landing near St. Aubert, Mo., in 1864. Lady Grace, burned at Omaha January 3, 1870. Lady Lee sank at Fishing river opposite Sibley, Mo., March 29, 1882. Lem, Leoti, sank near Omaha in 1868. Leodora, burned at Ponca Landing, South Dakota, 1867. Lexington-Lillie, 1867, sank at Rulo, Neb., Oct. 24, 1868. Little Blue, Little Rock, 1867. Live Oak-Livingston, sank at Running Water on upper river, 1868. Lizzie Campbell, transfer boat, Nebraska City, 1864, sank there. Lizzie Gill burned at St. Louis. Louisville, sank at Pratt Cut Off, above Nebraska City, 1864. Lucille, Lucy Bertrand, Luella, 1866. Mansfield, Mariner, sank in Ottawa Bend near Ottawa, Iowa, 1867. Marion, sank below Fort Benton in 1866. Mars, sank at Fishing River. Mary Bennett, sank at Sioux City in 1869. Mary Lowry, Mary McDonald, 1872. Mary McGee sank at Plattsmouth, Nebraska, 1877. Mattie Lee, sank in Murray's Bend near Jefferson City, 1893. May Bryan, Meta Mora, sank near Booneville, Mo., Sept. 27, 1875. Michigan, Milwaukee, Miner, 1866, Minneola, Minnesota. Minnie, sank at Leavenworth. Minnie Belle, a Kaw river boat, Minnie Herman, sank at Sioux City, Missouri. This was the last steamboat to land at Fort Benton, and her voyage marks the termination of steamboat navigation on the upper Missouri. She landed at Fort Benton, September 12, 1888. Mollie Herbert, Mollie Moore, sank at the mouth of White river in 1861. Monitor, Monongahela, sank at Leavenworth in 1870. Montana, 1879. Moses Green, Mountaineer, 1867. Nadine, sank at mouth of Missouri Sept. 10, 1878, several lives lost. Ned Tracy, Nellie

Peck, 1871-80. Nellie Rogers, 1866. Neut, sank at Port Williams, Kansas. Nick Wall, sank on upper river April 20, 1869. Nile, 1867. Niobrara, Nora, sank at Pratt's Cut Off, Nebraska. North Alabama, 1868, sank at mouth Vermillion river on upper river in 1870. Telegram in the New York Tribune July 12, 1906: "Vermillion, S. Dak., July 11, 1906.—The river steamer North Alabama, which sank in the Missouri river, six miles below here in 1870 strangely rose to the surface yesterday, and today crowds of spectators line the banks. The boat carried a cargo of flour and whisky for the Yellowstone district. The fifty barrels of 36-year-old whisky have attracted lovers of good liquor, and already a scramble to find the prize has begun. As yet it has not been reached owing to the quantity of mud accumulated over the lower deck." Nugget, sank on upper river in Ottawa Bend in 1866. Nymph, sank in Jackson bend above Sibley, March 4, 1868. Octavia, 1867. Omaha, sunk by ice in St. Louis in 1865. Ohio, sank below Omaha. Onawa, sank in Onawa Bend, Iowa, 1880. The town of Onawa took its name from the bend, and the bend from the boat. There are nine wrecks in Onawa Bend. Only chance, 1866-69. Ontario sank near Omaha, 1866. Onion sank near Eureka Bend above Jefferson City. Oronaka, Osage, Osceola, cabin was blown overboard on the Yellowstone in 1778 and hull towed down river and wrecked on a snag near Kansas City. Paragon, 1865, Paris, Pawnee, Penniah, 1868, wrecked at Sioux City, April 6, 1875. Peoria Belle, sank in Cheyenne bend, at the mouth of the Cheyenne river, in 1864. Peoria City, Petrel lost at South Point, Mo., 1883. Pin Oak, lost at Sandy Hook, 1896. Portsmouth, sank below Weston in 1861. Prairie State, Prima Donna, Princess, sank at Napoleon, Mo., May 31, 1868. Progress, Red Cloud sank at Red Cloud Bend, Montana, 1882. Rialto, sank at Weston, Mo., 1864. Richmond, 1867. Roanoke sank at Platt's Cut-off in 1867. Rob Roy, Robert Campbell, No. 2, 1863. Robert Emmett sank at St. Auburn, Mo., in 1869. Rose Bud, 1878, sank at Bismarck May 25, 1880. Rubicon No. 2, Rucker, St. Johns, St. Joseph, St. Luke, 1868. Seitz, sank in Onawa Bend, Iowa. Senator, sank at Yankton, 1865. Seventy-Six sank near Spring House above St. Charles in 1876. Shamrock, sank at mouth of the river in 1863. Shreveport, 1861-63, owned by La Barge, Harkness & Co., ran on upper river; small light draft boat. Silver Bar, 1869. Bow, 1869, sank by ice at St. Louis in 1872. Silver City, 1866. Silver City, 1877. Silver Lake, 1868-71. Silver wave, sank at Columbus, Kentucky in 1873. Sioux City, No. 1, lost by ice at St. Louis, Dec. 16, 1865. Sioux City No. 2, 1872. Stephen Decatur, 1868. Sully, sank near Doniphan, Kansas, Oct. 22, 1869. Sunset, sank at mouth of Sioux river, July 18, 1869. Tennessee, sank above Sioux City, April 25, 1869. Thomas Morgan, sank near Parkville, Mo., February 5, 1860. Tidal Wave, Trover, sank at Tower Point on upper river in 1867. T. T. Hillman, sank near Grand River.

Tyler, sank above St. Charles, 1879. U. S. Mail, sank in lower river. Urilda, 1868-69, sank in Kate Swinney Bend near Vermillion, April 24, 1869. Utah, 1869. Victoria, Vienne, sank at Washington, Mo., in 1889. Vint Stillings, sank at Sioux City. Viola Belle, sank near Doniphan, Kansas, August 28, 1871. Violet, Kansas river boat, Walk-in-the-Water, sank in Malta Bend above Miami, Mo., in the '80s. Walter B. Dance, 1866, made a run to Fort Benton, but afterward in Miami Packet Company in lower river. Washington. 1871, Watson, sank in Amazonia Bend above St. Joseph. Waverly, 1866. Welcome, burned at St. Louis in 1863. Western, 1872-78. Western, sank, at Yankton, March 29, 1881. Wild Duck, W. J. Behan, W. W. Walker, sank at Plattsmouth, Neb., 1874. Wyoming Yellowstone No. 2, small stern wheeler, in '60s sank in Yellowstone in 1867. Zephyr, a small stern wheeler, sank at Sibley, July 21, 1870. About June 1, 1865, the Roanoke, near Fort Benton on the upper Missouri, encountered so many buffaloes crossing the river that its passage was blockaded. "The buffaloes were in sight for 700 miles, and thousands perished in the quicksands on the banks of the river; when they would emerge from the water, they would immediately sink into the quicksand and disappear, and others would go on top of them. The officers of the boat said a mass of buffalo five or six miles square could be seen and that millions of them crossed the river at that time."—Buffalo clipping, Kansas City Star, Oct. 31, 1904. Page 236.



FOOT OF DALAWARE STREET, 1852.

Time	Name	Master	Disposition	Date	Kind	Remarks
1855-56	A. B. Chambers, 1	Alex. Gilham	Sunk, Atchison, Ks.	1856		Named for editor St. Louis Republic.
1860	A. B. Chambers,2	Alex. Gilham	" St. Charles	Sep. 24,'60		
	A. C. Bacon		" Missouri riv'r			
1870-75	A. C. Bird	Captain Burris	" Liberty Ldg.		Small boat	Wabash transfer boat at Miami.
1854-57	A. C. Goddin	Jack Ivers	" Bonhomme Is.	Apr 20, '57	Popular boat	Bonhomme Island above St Charles.
1845-47	Admiral No. 1				Side wheeler	
1853-58	Admiral No. 2	Brooks	" Weston, Mo.		Side wheeler	
1860-65	Admiral No. 3	C. K. Baker	" by ice, St. Louis	Dec. 16,'65		Near Herman, Mo.
1880-85	Aggie	Kay & Stewart	" Kansas City	1885		
1835-40	Alert		" Alert Bend	1840		
1860-66	Alex. Majors		" Grand river	1866	Called Mink	Painted white, changed name.
1847-49	Algonia	Miller	" b'low L'x'gt'n	1849		
1845-49	Alice No. 1		Burned, St. Louis	May 17,'49		
1862-65	Alice No. 2	Joe Kinney			Ran lower river	
1870-75	Alice Gray		S'k, Rochep't, Mo.	Dec. 16,'75	Small, exploded	Captain's wife swam to shore.
1888-89	A. L. Mason		Lost Below Memphis			
1864	Alone	General Sullys	on Yellowstone			K. C. packet boat
1847	Alton				344 tons	Built for St. Louis.
1850-53	Alton				Transient	
1866	Amanda	War Departm't			Small boat	
1837-47	Amaranth No. 1	G. W. Atchison			lower river packet	Built in 1837.
1867-68	Amaranth No. 2		Sunk, Smith's bar		Upper river	
1855-56	Amazon	McLean	" Mouth Mo. R.	1856		
1844	Anawan			Flood yr.		Ascended river to Platte City in 1844.
1847-51	Anthony Wayne		sunk Liberty L.	Mar. 25 '57	Built in 1847	
	Anthony Wayne		" near Blair, Nb.			

Time	Name	Master	Disposition	Date	Kind	Remarks
1853-56	Arabia	John S. Shaw	Snk Parkville, Mo.	Ag. 10, '56	222 Tons	Cargo of Whiskey
1868	Arabian	.....	" Atchison	May 4, '68	Stern Wheeler	
1838	Archimedes	Snagboat	.....	.....	Early boat	
1835-37	Arrow	James McCord	.....	.....	.....	Father of Capt. J. L. M'Cord blown up on Gold Dust.
1857-60	Asa Wilgus	Ash Hopkins	" Btes W'dy'rd	1860	.....	James Kennedy Cl'k
1835-40	A. S. Bennett	A. S. Bennett	.....	.....	.....	Fur Company Boat
1837-40	Astoria	James McCord	Whkd Astoria Ch.	1840	.....	Fairboat
1853-58	Australia	McMullin	Burned, St. Louis	Apr. 1, '58	Side wheeler	
1848	Balloon	John McClay	S'k, Augusta, Mo.	1848	Side wheeler	Lightning line.
1852-55	Banner State	J. S. Nanson	" B'k Hse Bend	Ap. 11, '55	Side wheeler	Lower river
.....	Bartram	.....	" Above Omaha	1864	Mountain boat	Below St. Charles
1849-52	Bay State	.....	.....	.....	Built 1849.	
1855	Bee	.....	.....	.....	Kansas River	Popular lower river
1850-52	Belle Creole	.....	.....	.....	Side wheeler	K. C. to Ft. Riley
1875-80	Belle St. Louis	.....	.....	.....	Large side whee	Lwr riv. called Owl.
1861	Bellemont	Captain Walker	" St. Joseph	1861	Ferry boat	St. L., K. C. Pkt.
1850-55	Ben Bolt	.....	.....	Nov. 1, '55	.....	Opposite Charles St.
1865-69	Ben Johnson	Ben Johnson	Burned, St. Louis	Mh. 29, '69	Side wheeler	
1851-55	Ben West	A. Reeder	Sank, Augusta b'd	Ag. 10, '55	Side wheeler	Conveyed survivors Gasconade bridge to St. Louis.
1860-64	Ben W. Lewis	Captain Nanson	Blew up, L. Miss.	1864	Splendid boat	Below W'sh'gton, Mo.
.....	.....	.....	Wrkd, M. of Kaw	.....	.....	Nanson, Clerk and 23 killed.
1852	Bennett	Government	.....	.....	.....	St. Louis and Omaha
.....	.....	.....	.....	.....	.....	
1869	Benton No. 1	.....	Wkd., Sioux City	May 19, '69	Upper river	
1875-77	Benton No. 2	Custer Fleet B't	Sunk, W'h't'n, Mo.	.....	Upper river	1876, Custer against Souix
1895	Benton No. 3	.....	" Near Glasgow	.....	Stern wheeler	
1868-72	Bertha	.....	" St. Joseph	1872	.....	
1840-45	Bertrand	Yore	Sunk, Bertr'd B'd	.....	.....	Struck St. Joseph bridge pier and sank.
1840-45	Big Hatchie	.....	Exp'd, H'man, Mo.	Jy. 25, '45	L'ge stern wh.	
1841	Big Horn No. 1	Fur Company	Lost, Upper River	.....	.....	Portage La Force, Nebraska Many lives lost

Time	Name	Master	Disposition	Date	Kind	Remarks
1864-66	Big Horn No. 2	.....	S'k by ice, St. Lo's	1866	.....	
1872-73	Big Horn No. 3	Joe La Barge	Wkd, Bayou B'l'y	1873	Stern wheeler	
1882-83	Big Horn No. 4	.....	Sunk, Poplar river	May 8, '83	.....	
1865	Bishop	.....	Sunk, Peru Nebr.	1865	.....	
1867	Bishop	.....	Swamped in Eddy	.....	.....	
1860-62	Black Hawk	.....	Sunk, Weston, Mo.	1862	Side wheeler	
1834-36	Boonslick	.....	Collided, Mo. Belle	Oct. 24, '34	.....	Several people drowned
1836-37	Boonville	.....	Sunk, Kaw Bend	No. 18, '37	.....	Named for first settlement
1847-49	Boreas No. 2	Bernard	Burned, St. Louis	May 17, '49	.....	
1840-42	Bowling Green	John J. Roe	Sunk, Osage Chute	Dec. 12, '42	Side wheeler	Caused by cut-off Lower river
1856-57	Brazil	.....	.....	.....	.....	
1882-83	Bright Light	David Silver	Wkd., B'nville bdg.	Ju. 30, '83	L'ge stern wh.	Wreck visible many years On lower river,
1862-65	Calypso	A. S. Bryan	S'k by ice, St. L.	Dec. 16, '65	Small side wh.	250 feet long
1839	Camden	.....	Sunk, Patton's Pt.	1839	.....	
1830-32	Car of Comm'ce	Reed	Sunk, Musicks	May 6, '32	Single engine	Above Washington Mo.
1850	Caraway	.....	.....	.....	Side wheel	
1853-58	Carrier	W. C. Postal	Sank, Penn's bend	1858	Small side wh.	Lower river .
1840	Carroll No. 1	Weath	" Mouth Gr'd R.	1840	First stern wh.	Above St. Charles
1840	Chas. H. Green	.....	" Franklin River	1840	.....	Stern wheeler
1832-36	Chian	Fur Company	" Euphrasie b'd	Oct. 12, '36	.....	
1859	Chippewa	Capt. Crabtree	.....	.....	.....	Name corruption of Cheyenne
1864	Chippewa Falls	Gen. Sully boat	.....	.....	.....	American Fur Company sent to Powder river
1851-56	Clara No. 1	J. Cheever	" by ice, St. Louis	1856	Side wheeler	Lower R., 248 tons
1858-60	Clara No. 2	Burk	" Owsley landing	May 24, '60	Large side	
1858	Clark H. Green	Ferry boat	Glasgow, Mo.	an. 28, 1858	.....	Above Washington, Mo.
1855-57	Col. Grossman	Capt. Cheever	Exp'd New Madrid	1857	.....	In winter large loss of life
1842-44	Colonel Woods	Knox	.....	.....	.....	Ascended to Platte City in flood—1844
1863-64	Colorado	.....	.....	.....	A large side	
1878-80	Colossal	Hickman	Burned, St. Louis	.....	.....	Side wheeler
	Colossal	.....	" Carondelet	.....	.....	

Time	Name	Master	Disposition	Date	Kind	Remarks
1847-49	Columbia No. 1		Sank, near Mouth	1849	Built in 1847—	Lower river boat.
1867-69	Columbia No. 2	Draffen	" Napoleon, Mo.			
1868-70	Columbian	Barnes	" mouth Grand	Ju. 23, '70		Kennedy clerk
1840-45	Columbiana		" Lexington	1845	Single engine	Side wheeler
1855	Commerce		" Wolf's bend	1855	Side wheeler	Her first trip above Sandy
1857-49	Consignee				Built 1847	Ran lower river
1847-48	Cora					Last boat at Weston
1850-51	Cora No. 1	Frank Dozier	" Howard's bend	Ap. 17, '51	Lower R. boat	
1868-69	Cora No. 3		" Bel'f'nt'ne b'nd	Au. 13, '69	Side wheeler	Bellefontain bend above St. Charles
1852-54	Cornelia No. 1	D. C. Adams			Side wheeler	
1865-73	Cornelia No. 2	C. K. Baker	B'n'd, New Orl'ns		L'ge side wh'l'r	
1860	Cornelia		S'nk, ice, ab'v' S.L.	1860		In Omaha trade
1840-42	Corvette		" Eureka L'ding			
1857-59	Council Bluffs	Sam Lewis			Lower river	Total loss
1835-40	Cunberland Vall		" Kaw Bend		Side wheeler	In Coucil Bluff trade
1840	Dacota	Finch		1840		Early boat
1842-52	Dacota No. 1		Wrkd., Peru, Neb.			An early fur boat
1884	Dacota No. 2			1852		
	D. A. Crawford		S'k, Provid'ce, Mo.	Sep 17, '84	L'ge st'rn wh'l'r	Raised and went to Mississippi
1857-64	D. A. January	M. Oldham	" Arrow Rock			
1876	Damsel	Circus boat	" Chester, Ill.		Hospital boat	Wrecked on lower Mississippi after being raised
1852-58	Dan Converse		" Onawa b'd, Ia.			
1856-62	Daniel G. Taylc	Reeder	" St. Joseph.	NO. 15, '88	Stern wheel.	
1838	Dart	Cleveland	" Rocheport, Mo.	Jul. 5, '56	Side wheeler	Raised and burned at Louisville
1887	David R. Powel		" Glasgow, Mo.	1838		
1855-60	David Tatum		B'ned, Mississippi	1887		
1872-78	DeSmet	Joe LaBarge	Sunk, Gasconade	1859	Side wheeler	raised; Governor Reeder came on this boat in 1856, 11 das
1850-57	Delaware	Capt. Baker	" Smith's bar	1857	Side wheeler	Named for Indian missionary

Time	Name	Master	Disposition	Date	Kind	Remarks
1865	Denver No. 2	Ferry boat	" Bismark, N. D.			2 locomotives for H & St. JoeRR on this boat name Buchanan and St. Joseph
1860	Dew Drop		Burned, Osage	1860		
1834-36	Diana	Am. Fur Co.	Sank, Diana bend	Oc. 10, '36		Cargo of furs
1877	Don Cameron	Governm't boat	" Yellowstone	My 17, '77		
1876-78	R. W. Dugan	W. J. Kinney	" DeWitte, Mo.	Oc. 21, '78		Jas. Kennedy, clerk.
1856-68	D'nc'n S. Carter		" Augusta bend		Side wheeler	Oct. '58, John J. Ingalls came to Kansas on this boat
1878-81	E. H. Durfee		" Gasgonade	My 21, '81	Stern wheeler	
1850-52	Durock	John McClay	" St. Charles b'd	1852	Side wheeler	John Rogers, owner and Phil. E. Chappell, clerk
1849-52	Eagle	John Chappell	" Jefferson City	1853		
1855-60	E. A. Ogden	Baldwin	" Murray's bend	F'y 22, '60		
1862	Ed. F. Dix		Burned, St. Louis	1862	Side wheel	
1853-59	Edinburgh	Blount			L't'g Line p'k't	St. Louis and Glasgow packet
1840-42	Edna	Jas. McCord	Exp'd, mouth of R.	Jul. 3, '42	Packet	Built by Dan Abel
1849	Edward Bates		Burned, St. Louis	My 17, '49	300 tons	Killed 100 people
1850-55	El Paso	T. H. Brierly	Sunk, Boonville	Ap. 10, '55	Mountain boat	Built in 1848
1837-38	Elk	Amer. Fur Co.	" Massie's w'dy'd	1838		Built in 1848 350 miles above Yellowstone , June 20, 1850
1849	Ella Stewart	Isaac McKee	Burned, St. Louis	My 17, '49	Side wheeler	
1851-55	Elvira	James Dozier			Lower river	Lower river
1850-53	E. M. Clendenin	Smith	Sunk, St. Charles	1853	Side wheeler	One of the first Dozier boats
1858-59	Emigrant	Capt. W. Terrill	Burnt, Dozier's L.	1859	Side wheeler	Passenger packet
1840-42	Emilie No. 1	Keiser	Sunk, Emilie bend	1842	Fur trade S. W.	Mo. river packet
1859-68	Emili Barge	Joe LaBarge	" Sandy Hook	Jun. 5, '74	Side wh'l up. r.	Pierre Chouteau, builder; named for Mrs. Chouteau
1858	Emily	Burke			Large low. riv.	
1885	Emily No. 2	Government	" Atchison, Ks.	1885		
1858-62	Emma	Cheever			Lower river	
1858-59	E. M. Ryland	Capt. Blount			Side wh'l low. r.	
1849	Eudora		Burned, St.Louis	My 17, '49		
1825-30	Enterprise		Nothing known.			One of the first Long's expedition

GREATEST STEAMBOAT RACE IN HISTORY OF THE WORLD— Robert E. Lee and Natchez From New Orleans to St. Louis,

Time	Name	Master	Disposition	Date	Kind	Remarks
1857	Equinox	Sam Boyce			Transient	
1865-69	Estella	John P. Keiser	Burned, St. Louis		Side wheeler	
1835-40	Euphrasie		S'k, Euphrasic b'd	Sep. 17, '40	Below Glasgow	First of several boats sunk in this bend—1852
	Eutaw	Capt. Larzalere			Ferry boat	
1862-69	Evening Star		Burned, St. Louis	Au. 24, '69	Side wheeler	
1819	Expedition	Capt. Craig	Sunk, Leavenw'th	1855	150 tons	
1850-55	Express					
1868-73	Fannie Lewis	Capt. Hall	" Leavenworth	1873		Long's expedition—2nd boat as high as the Kaw
1856-59	Fannie Barker	Jas. Lewis				Ashland colony on this boat
1863-67	Fannie Ogden	Jos. Kinney	Burned, St. Louis	1867	Side wheeler	Glasgow, Mo. boat
1876-83	Far West	Grant Marsh	S'nk, Mullaup's Is.	Oc. 26, '83		Jos. La Barge
1834-36	Far West		" St. Charles	1836	Stern wheeler	Custer expedition
					Built on Bonne Fenne creek	Typical boat
1882	Fearless	K.C. Barge Line	" Bontomence Is.	Au. 26, '82	Stern wheel	Sunk first trip
1854-58	Fire Canoe		" Kaw's mouth.	No. 13, '58	Stern wheel	Bell taken from wreck to Old Gillis House
1850-56	Florence No. 1	Throckmorton	" Port Williams	1856	Side wheel	
18....-64	Florence No. 2	Kennedy Cl.	" Sumner Kans.	1864		
1850-58	Florida	Smith				
1855	Forest Rose	Tramp				Two trips in 1856
1866-68	Gem	Capt. Beabout	" Nebraska City	1868		
1842-43	General Brady	Hart	" Oppo. Herman	1843		
1850-52	General Lane	Isaac McKee			1 engine s. whlr	
1840-42	Gen. L'v'nw'rth	White				Named for Gov. officer who established Ft. Leavenworth
1830	Gen. W. Ashley	James Sweeney	Wkd., F'ne Osage	1880		
1840-45	Geneva No. 1		Sunk, lower river			
1860	Geneva No. 2	Throckmorton				
1855-57	Genoa		" Nebraska City			
1825-26	G. Washington		" mouth LaMine	1826		One of the earliest

Time	Name	Master	Disposition	Date	Kind	Remarks
1862-73	Glasgow	LaMoth	" Bayou Sara La.	Feb 23, '73		
1838	Glaucus	Field				
1830	Globe	Capt. Wineland				Kennedy clerk, 1865
1870-75	Gold Dust	Gould & M'Cord	Blew up.	1875		Triip for governm'nt
1855-56	Golden State					Great los of life—McCord killed
1864-67	G. W. Graham					Mormons on 1855 trip, cholera and deaths
1832-34	Halcyon	Shepherd	S'nk Charbonier Is	No. 14, '34	Length 249 ft.	Upper river boat.
1830	Hancock					
1844	Hannibal					Succeeded the Octoc as regular packet.
1862-65	Hattie May	Hays	Burned, St. Louis	Dec 16, '65	Lower river Side wheeler 480 tons	
1854-56	Henry Lewis	A. Emerson				
1868-69	Henry S. Turner	Pat, Yore			Packet Co.	
1852-54	Herald	Jos. S. Nauson			285 tons	
1845-46	Herman	Tom Baker	Sunk, St. Charles	1846	Side wh'l'r l'r r.	St. Louis and Weston packet
1855-58	Hiawatha				Built in 1855	Lower river
1848-58	Highland Mary	Baldwin			Fine side wheel	Lower river
1852-53	Houduras	Lew Morris	" Doniphan, Ks.	1853	296 tons	J. M. Kennedy, clerk
1838	Howard		" Aux Vasse,	1838		
1843-45	Iatan	John W. Kaiser			Side wheel	To Council Bluffs
1858-60	Iatan No. 2	Eaton			Side wheel	Lower river
1866-70	Ida				Lge side wheel	K. C.-St. L. Packet.
1868-71	Ida Reece		" by ice, Yankt'n	1871	Mountain boat	
1858-64	Isabella No. 1	Jno. P. Kaiser			large passenger	Lower river
1869-70	Isabella No. 2	Dozier				St. Louis to Omaha
1864	Island City	Gen'l Sully	Wkd., Yellowstone			Large supply of forage on board
18..-97	J. B. McPherson	Government	Sunk, Sioux City	1897		
1861	J. C. Swan				St.Louis Omaha	June 19, 1861 transported Frank Blair to Jefferson City

Time	Name	Master	Disposition	Date	Kind	Remarks
1860-69	Jennie Lewis	H. McPherson	Burned, St. Louis	Mr. 30, '69	Side Wheel	Miami packet.
1850-53	J. M. Clendenin	Henry Smith	S'nk Bates w'd yd	Nov., 1853		E. T. Herndan, Clerk
1840-45	John Aull	.....	" Arrow Rock			Named for merchant Lexington, Mo.
186-	John B. Eaton	.....	" St. Charles	In War		
1861	John Bell	Governm't boat	" Howard's bend	In 1861		Big Eddy
1845-46	John Golong	Throckmorton	" Malta Bend	1846		
1840	John Hancock	.....	" Brick H'se b'd	1840		Named for John Golong .
18860	John R. Roach	.....	" Frankf't, Mo.	1886	Single Engine Side Wheeler	
1877	J. M. Chambers	Joe LaBarge	.....	.....	.....	
1856-61	John Warner	.....	Burned, Memphis	1861	.....	Used in Custer campaign
1876-19(	Josephine	Yell'wst'ne boat	.....	.....	.....	
1854-57	J. S. Pringle	Transient Boat	.....	.....	.....	Three Trips in 1857
1854	J. S. Chenowett	John Johnson	.....	.....	.....	Run Lower River
1847-49	Julia (No. 1)	J. M. Couverse	S'nk, Bel'f'nt'n b.	1849	Large Side	
1863-67	Julia (No. 2)	John McClay	.....	.....	Large Boat	
1836-37	Kansas	J. LaBarge,P'l't	.....	.....	Side Wheeler	Lower river
1847-53	Kanzas	H. McPherson	" M. Nishn'b'na	Ap. 25, '53	.....	
1857-59	Kate Howard	Jos. S. Nanson	S'nk Osage Chute	Au. 11, '59	Splendid Packe	
1864-72	Kate Kinney. 1.	.....	B'd N. Alb'y, Ind.	1872	Large Side	
1849-55	Kate Sweeney	P. Chouteau	S'nk, K Sw'ny b'd	Au. 1, '55	Side Wheel	Omaha Line
1853-56	Keystone	Thos. I. Goddin	Sank in 1856	.....	.....	Crew killed by Indians.
1848-49	Kit Carson	N. J. Eaton	Burned, St. Louis	May 17, '49	Lower river	Four Trips in 1856
1842-49	Lewis F. Linn	Wm. C. Jewett	Sank, Penn's bend	1849	.....	
1844-46	Lexington	.....	" Frankfort, Mo.	1846	.....	
1830-31	Liberty	J. B. Bonsett	" Brickh'se b'd	Oct. 24, '31	.....	Ascended to Platte City in flood, 1844.
1845	Little Mail	.....	" Mt. Ver'n, Mo.	1845	.....	
1845-50	Little Missouri	Bob Wright	" Frankfort, Mo.	1850	.....	
1838-40	Little Red	Price	" Loutre Island	1840	.....	
1864	Louisa	Will H. Wood	" South Point	1864	.....	Named for Senator Barton
					.....	Loaded with hemp

Time	Name	Master	Disposition	Date	Kind	Remarks
1864	Louisville	.....	" above Omaha	1864	.....	
1857	Low Water	.....	" Hill's Landing	No. 27, '57	Miss. boat	Came into Mo., 1869
1865-69	Luna	.....	" Pittman's bend	Mh. 27, '42	.....	
1840-42	Lynchburg	.....	" DeWitte, Mo.	My 10, '64	.....	Above St. Charles
1864	Magenta	Frank Dozier	Burned, St. Louis	My 17, '49	Railroad iron	Kan. City & Weston
1864	Magers	.....	" St. Louis	My. 17, '49	Lower river	Lightning Line
1847-49	Mandan	Harry Blees	" Waverly, Mo.	Ju 12, '73	.....	
1860-64	Marcella	Fitzgerald	Dismantled, 1869	1869	Side wheeler	Wilson Shannon arrived Wstpt Ldg., Aug. 31, '55
1847-49	Martha	Joe LaBarge	Burned, St. Louis	1858	.....	Jas. Kennedy Clerk
1852-55	Martha Jewett	Cap. Jewett	Sank, M. Grand r.	1840	St L. & St J. pkt	St. Louis and St. Joseph Packet
1870-73	Mary McDonald	Geo. Keith	.....	1855	.....	
1841-45	Mary Tompkins	Beers	" Bellefont'ne b'd	Ma. 11, '55	.....	
1857-69	Meteor	Draffin	" St. Aubert	Au. 19, '57	.....	Wrecked in sand five miles from channel.
1855-58	M. S. Mepham	.....	" Augusta bend	Apr. 9, '56	.....	Chas. Robinson on boat of this name from Pittsb'g, K.C.
1840	Naomi	Jas. McCord	" Aux Vasse	1844	Upper river b't	
1855	Ne Plus Ultra	Tramp	" Sibley	Ap. 30, '41	.....	Loaded with Government stocks.
1854-58	Nebraska	.....	Fur company boat	Aug., 1850	225 Tonnage Fur boat	Trip to Yellowstone, 1844.
1854-55	New Georgetow	Government	Wrecked	.....	.....	
1852-57	New St. Paul	Bissell	Sank, Weston, Mo.	.....	.....	
1840-44	Nimrod	Captain Dennis	Fur boat, Jos. LaBarge, pilot	.....	.....	
1856	N. J. Eaton	Joseph Nanson	.....	.....	.....	Father DeSmet came up river 17 days, St. Louis to Westp't.
1840-44	Nodaway	John J. Roe	.....	.....	Government Stern wheel	St. Louis to Weston
1867	Nymph	.....	.....	.....	.....	Father DeSmet on this boat to Kansas City.
1836-43	Oceana	Miller	.....	.....	.....	
1866-68	Octavia	LaBarge	.....	.....	.....	
1850	Odd Fellow	.....	.....	.....	.....	
1843-44	Onaga	Jos. A. Sire	.....	.....	.....	

Time	Name	Master	Disposition	Date	Kind	Remarks
1863-65	Ontario		Sank, Nebr. City	1865	450 tons	
1845-48	Osage		Wkd., Bonh'me Is.	1848		
1840-42	Osage Valley	Young			Lower river	
1830-33	Otoe	James B. Hill	Sublette, C'pb'l bt.			1st regular on Mo.
1841-43	Otter	James Hill	American fur boat			Ran to Fort Union, mouth of Yellowstone.
1851-53	Patrick Henry	D. C. Adams			Side wheeler	
1848-56	Paul Jones	J. B. Dales	Wrkr, ice, St. L.	Fb. 27, '56		
1858-65	Peerless	Bessell	Burned lower Miss			Splendid passenger boat, lower river.
1879	Peerless (No. 2)		Sunk, St. Charles	1879	Tow boat.	
	Peoria	David Silvers	Burned on Miss.			
1877-86	Phil E Chappell		" Red river	1886	Lower river	Cotton boat
1840-42	Pirate		Wkd., Bellvue, Nb.	1842	Fur boat	
1838-42	Platte	Hughes	Sank, St. Louis			On way to lower riv.
1858-65	Platte Valley	W. C. Postal	Burned, Red River	1865		Passenger boat
1880	Plattsmouth	J. A. Ware			Small steamer	H. & St. Joe R. R.
1848-53	Plow Boy (1)	Capt. Davis	S'k, Sandy Hook	1853	Side wheeler	Cost $19,000
1875-77	Plow Boy (2)	Isaac McKee	" Arrow Rovk	July 7, '77		
1887	Plow Boy (3)		" Grand river	Ap. 10, '87		
1835-40	Pocahontas (1)	McCord	" Pocahontas b'd	1840		
	Pocahontas (2)		" Sioux City	1860		
1865-66	Pocahontas (3)		" Pocahontas Is.	Au. 10, '66		
1850-52	Pontiac	Thos. Baker	" Doniphan, Ks.	Ap. 10, 52		Mouth of Platte
1865-70	Post Boy	Ran from St. L.	St. L. to Omaha			
1846	Radnor	J. T. Douglas	Sank, M. LaMine	1846		Carried horns, 1868
1836-39	Rhine	James McCord				Loaded with gover'm'nt stores
1864-68	R. J. Lockwood		Exploded Cairo	1868	Side wheeler	St. Louis to Weston
1819	R. M. Johnson	Captain Colfaix			Large side wh.	
1849-56	Rob Campbell 1	Wm. Edds				Came up to Cow Island and returned to St. L. spring '20
1863-70	Rob. Campbell 2	LaBarge	Burned, St. Louis		Large side wh.	Fur boat.
					Stern wheeler	

Time	Name	Master	Disposition	Date	Kind	Remarks
1882-83	Rob. Campbell 3		Burned, St. Louis	Oct. 15, '83	Stern wheel	Upper river
1855-58	Rubicon				Stern wheel	First steam Calliope
1848-49	Sacramento	Robert Beckers	S'nk m'th LaMine	1849		Cholera ab'rd St. Joe
1838-40	St. Anthony 1.	Fur Company		1838-40		Went to Yellowstone
1849-51	St. Anthony 2.	Gunsaulus	" St. Charles, Mo	Mch 25, '57	Side wheeler	
1835-36	St. Charles		Burned, Lexingt'n	July 2, '36	Lower river pkt.	Ran lower river
1840	St. Croix No. 1					
1844	St. Croix No. 2	Murray			150 tons	Cost $15,000
1847-50	St. Joseph	Wm. Baker				Upper river boat
1860-62	St. Joseph No. 2				Omaha packet	
1847	St. Louis Oak	Jas. Dozier	S'nk Howard bend	1847	1st Dozier boat	Mouth of river
1866-75	St. Luke	Joe Kinney	" St. Charlesbdge	May 2, '75	Star line	Nine lives lost
1854-58	St. Mary	LaBarge	" Haney's l'nd'g	Sep. 4, '58	Side wheel	Mountain boat
1852	St. Paul	J. L. Bissell	" Wayne City, Mo	1852		Independence l'nd'ng
1837-38	tS. Peters	Chouteau				This boat communicated small-pox tothe Indians in 1837
1858	Sallie West		" Kickapoo, Kans	1859	H & St. Joe boat	
1846-52	Saluda		Explod' Lexington	Apr. 9, '52	Side wheeler	
1851-56	Sam Cloon	John McClay	S'nk St. L. by ice	1856	300 tons	Killed more than 100
1853-68	Sam Gaty	Frank Dozier	Burned Arrow R'k	Jun 20, '68		
1880-82	Sandy	H. McPherson			Small boat	Captured Sibley 1864 by Confederates.
1853	Saranac No. 1		Dismantled 1853			In lower river
1853-55	Saranac No. 2		Burned St. Louis	1855		
	S. C. Pomeroy				Ferry boat K.C.	
1840-42	Shawnee	Clifford			Fur trade boat	
1869-72	S. H. Long	Government		July, 1869	Snag boat	
1828	Shoal Water		S'nk Br'k H'se b'd	1828	Early boat	Weston, Missouri.
1853-57	Silver Heels	Capt. Barrows			Fine S. wheeler	Ne'r mouth riv. 1828
1856	Silver Wave	McMullin				On lower river
1858-64	Sioux City No 1	C. K. Baker	" by ice St Louis	Jan, 1865	Large S wheeler	N'thi'g f'rth'r known
						C. P. D. made trip on this boat in 1864.

Time	Name	Master	Disposition	Date	Kind	Remarks
1872-73	Sioux City No 2	C. K. Baker	" by ice Ft. Sully	Mar 19, '73		Captain Kaker died in K. C. in 1890.
1855-58	Skylark	Robert Sousley	Passenger packet			Lower trade in Miss.
1851-56	Sonora	Terrill	S'nk Portland, Mo.	Feb. 26, '56		In Sonora Chute
1858-65	Southwester 1	DeHaven	" Cairo by ice	Feb., 1865		Owned at Booneville.
1868-69	Southwester 2	Leavenworth				
1855-63	Sovereign		Burned, Yazoo R.	July, 1863		By confederates near Washington, Mo.
1857-63	Spread Eagle 1	Chas. Chouteau	S'k, Bate w'd yd	1863		"E. Pluribus Unium" painted on pilot house. Captain's expression— "Every Tub must stand on own bottom."
1862-65	Spread Eagle 2	Ben Johnson				
1888-89	State of Kansas		Two KC p'k't b'ts			
1880-90	State of Missouri					
1854	Static Fisher	P. E. Chappell	S'nk ice Jeff. City	1890	Ferry boat	
1882	Stella Blanch					Upper river trade
1854-57	Sully		" St. Charles	1882		
1866-67	Sultan		" Sultan bend	1857		Ran river in 1854
1872-73	Sunset		S'nk near Omaha	1867		Above Amazonia, Mo
1830-40	Susie Silver	David Silver				Remarks
1848	Talleyrand					
1846	Tamerlane		" Wakenda bend	1848	220 tons	Lower river boat
1837	Tamerlane	Miller			125 tons	
1865	Tempest (No. 1)					
1840-42	Tempest (No. 2)		" Bonhommie Is.	1865		Built at St. Louis
1855-64	Thames	Dennis			Side wheeler	Ran on river in 1837
1819	Thomas E. Tutt	John Dozier			Lrg L. riv. pkt.	South Dakota
1869-77	Thom Jefferson	Orfurt	" mouth Osage R	July, 1819	Yello'stone fleet	
1868	Thomas Stevens		" Osage Chute		Fort Benton	1st boat sunk in Mo.
1847-49	Tidy Adula	Capt. Blackston	" Elwood Point	1868		
1857	Timour (No. 1)		Burned St. Louis	May 17, '49		
1857-70	T. L. Crawford		S'nk Booneville	1857		
	T. L. McGill		B'rned Shoo Fly B.			Brought 1st locomotive for M P. R. R. Many lives lost

Time	Name	Master	Disposition	Date	Kind	Remarks
1841-46	Tobacco Plant	Jas. Patrick	Po'rful b't. her da.			
1837-43	Trapper	P. Chouteau	Am. Fur Co. boat			
1832-33	Trenton		S'nk St. Charles	Apr. 3, '?	Fur Co. boat	
1845	Tributary			1845		
1853-57	Tropic	Jos. Nanson	" Waverly, Mo.	Oct. 14, '57	Lightning Line	Last boat at Weston, 1845 240 m 'low F. Benton
1867	Trover		Wrecked			
1860-65	Twilight	J. P. McKinney	S'nk Napoleon, Mo	Sep., 1865		
1846	Wakenda		S'nk Fishing river	Apr. 2, '46		Opposite Sibley, Mo.
1840-45	Wapello	N. J. Eaton	S'nk ice St. Louis	1845		
1858-69	War Eagle		Burned St. Louis	Au. 24, '69		
1832-33	Warrior	Throckmorton				Carried gov't supplies to P. DuChien, Black H'wk war
1840-46	Warsaw		S'nk Bonhommie	1846		Near mouth of river
1937-40	Washington		B'rn Bate's w'd yd	1840		Above Portland Mo.
1857	Washington City	John Fisher	Nothing known			
1851-58	Watossa		Wr'k'd near St Joe	Sep. 26, '58		Below Brunsw'k, Mo
1866-67	Waverly	John P. Kaiser	S'nk Bowing G. b'r	Nv. 25, '67		
1829	W. D. Duncan		trade to Ft. Lvwth	1829	Side wheeler	Glasgow, Mo.
1858-64	West Wind		Burned, Confeds.	Oct. 16, '64	Stern wheeler	Lower river.
1843	Weston	Littlejohn	" St. Charles	1843		First kind on Mo. r.
1845-48	Whirlwind	Dodge			Double engine	Conveyed Gov. Jackson and state officers from Jeff City
1858-69	White Cloud	Wm. Conley		Jun. 19, '61		
1858-60	W. H. Russell	Kinney				Went into Miss. riv.
1850	Wild Waggoner	A. C. Goddin	" on lower river		Lge lower river	
1866-73	W. J. Lewis	E. T. Herndon	Wr'k. Grand river	Apr 3, '73	Side wheeler	Cleared $60,000 on first trip to Benton in 1866
1874-75	W. J. Lewis 2		S'nk Chester, Ill.	Mr. 16, '75	Side wheeler	Mountain boat.
1855-58	Wm. Baird		" Waverly, Mo.	1858		Possibly Albert Sydney Johnson on this boat
1856	Wm. Campbell	Tom Scott				100 free state emigrants left St. Louis May 5, '56.
1856-58	Wm. Campbell	Wm. Edds	Lost upptr river			

Time	Name	Master	Disposition	Date	Kind	Remarks
1867-68	Wm. A. Moffit	Fuqua	.....	.....	.....	St. Louis to Omaha
1866	Wm. Osborn	.....	Ferry bt, Atchison	.....	.....	Brought rails from Brownsville, Pa. for A & P R R
1847-55	Winona	.....	Ferry Murray b'd	Nov 10, '55	Side wheeler	
1875-80	Wyoming	.....	.....	.....	Freight boat	Lower river.
1831-32	*Yellowstone	Bennett	.....	.....	Side Wheel	
1840	Yucatan	S. Banks	.....	.....	Early boat	Ran on lower rier

*American Fur Company boat. Typical side wheel boat of that day. First boat to go to Yellowstone. 100 feet long, 19 feet beeam and 6 feet hold. Single engine and cabin in hull. Prince Maximillian came up the river in the spring of 1833 on this boat.

CHAPTER XXI.

UNSEEN TROUBLES.

Rapid growth in steamboat era, 1855 to 1860. City improvements. Country roads. Westport road. Cutting through the hills to river. First court house, 1856. Crowning period of steamboat era. Rival towns. Kansas City triumphs over all. Colonel E. M. McGee. Real estate values. Commerce of the plains. Records of Great Santa Fe traders. Pike's Peak. New York Herald's statement, 1860. First chartered Chamber of Commerce. Border money. Live stock business. City additions. First city directors. Great freighters. McGee's addition. Population. Some private schools. Stage routes, etc.

The struggles of a border town have been given in preceding chapters, but there are new ones arising each year, and while this main feature will be treated under our Kansas City, Kansas, section, some little notice must be taken of how the troubles in Kansas affected the growth of our city. As has been noted Kansas had been admitted as a territory in 1854, and the hatred engendered in the free state fight along the border wherein Kansas people manifested that ill feeling toward all Missourians, and Missouri towns, instead of encouraging the trade heretofore built up with the Indians, their object was to divert it to other settlements and towns in Kansas territory. While these troubles were pending from 1854 to 1857, the natural advantages, with the keen insight, and business acumen of our early pioneeers, in a manner overcame these obstacles, and the City of Kansas held her own against her many rivals, on both sides of the river, several her equal in population. The completion in the rapidly settling territory, not only depended upon the advantages of a fine steamboat landing, but Leavenworth, Atchison, Lawrence, St. Joseph, Westport and even Boonville had awakened to the thought that good country roads were a necessity, as well as improvement in the streets, and as they agitated these improvements, the City of Kansas took notice, and under the leadership of her fourth mayor, M. J. Payne, entered upon a campaign of street improvements and the building of country roads which, while looking forward to the future, was also giving employment to the ever increasing labor population. In this contest Leavenworth and Lawrence were the chief contestants, St. Joseph, Boonville and Atchison being too far away. Independence and Westport had given up the fight when the landing advantages had overcome their prior claims. Kansas City had the advantage of the water level road up the Kaw valley, and the highland ridge road to southern Kansas, and at a glance it was apparent, the principal part of the city's work was within her own limits, the levelling of her own "seven hills," and the improvement of her roads to Independence and Westport.

While Independence had practically given up her great caravan trade to the west, yet the hilly road to Kansas City had not yet weaned

her away from receiving her goods at her old landings, Blue Mills and Wayne City. A good road was necessary to gradually draw her away from the old to the new boat landing at Kansas City. The needs of a better road to Westport, through which all freight, emigrants, and mail went from Kansas City, began to be agitated early in 1856, and that year the road was improved, and in 1857 a company was organized to macadam it, and some work was commenced in September, but it was not completed until the war. The agitation of street improvements held the lead of all questions in the years 1856-7. Colonel M. J. Payne had been elected mayor in the spring of 1855, holding that position until 1860. His first work in 1855 was cutting back the bluff on the levee, widening and paving it for about one-quarter of a mile. During the two or three succeeding years of 1856-7-8, Second, Third, Fourth and Fifth streets were graded, and also Broadway, Wyandotte, Delaware, Main and Market streets (Grand avenue), from the river back to Fifth street. The first ordinance for macadamizing a street was passed in 1859, Main street.

The first court house on the square was built in 1856 by J. W. Ammons, a contractor, the commencement being made October 30, but the market house contemplated at the same time was not built until 1860.

INCREASING STEAMBOAT TRADE, 1856-7

It was estimated by the Journal of Commerce that the trade of the two years 1856-57 did not exceed two million dollars, but after the close of the Kansas struggle in 1857 the trade increased rapidly, and the city began to grow. The plains trade, and the Santa Fe trade prospered and the settlement of southern Kansas all coming to Kansas City with the increasing outfitting business, more particularly the immigrants in the new territory, her great trade attracted the attention of a correspondent of the St. Louis Intelligencer who wrote, "She had the largest trade of any city in the world, and the point from which all freight and emigrants disembarked." The levee was so piled up with all kinds of merchandise, the Journal of Commerce likened it to a fair.

This was the crowning era of the great steamboating period, when everything that entered the upper country came by boat. In 1857 it was said one hundred and twenty-five boats discharged over seventy-five million pounds of merchandise at the Kansas City levee. At that time there was a fleet of sixty through boats from St. Louis, and daily railroad packet from Jefferson City, the terminus of the Missouri Pacific railroad.

The boatmen claimed Kansas City received more freight than any other five points on the river. The boats carried the mails at this time, which continued until superseded by the railroads.

TERMINAL POINT

This was made a terminal point by the packet lines in August, 1857, and all freight for points higher up the river was transferred here to another boat line, and tickets were sold over the stage lines through Kansas City to other points. The Hannibal and St. Joseph railroad was completed to St. Joseph on March 1, 1859, and a line of boats made the extension through Kansas City to the natural point of destination, thus showing Kansas City an early competitive point for the two railroads, one with terminus at Jefferson City on the eastern side, the other at St. Joseph on the western side.

OUR RIVAL CITIES.

Leavenworth, Lawrance and Atchison with an even start, so far as population was concerned, during the excitement about Kansas, with its large immigration, at once entered the lists as competitors of Kansas City, both for the local trade, as also the plains trade and New Mexico. The intensity of this rivalry was always increased by the lasting hatreds engendered by the Kansas troubles. The Missouri border, having been the original base of the operations of the ruffians of the border from both states, all Missourians were still held in great detestation by the free state men of Kansas, so that when that party finally triumphed in the territory, it gave great advantage to Kansas towns. Kansas City received the greater share of this bitter feeling. Because of her position in holding the center of trade on the border, she was made the object of all their antagonistic attacks.

Combining state pride, commercial jealousy, and political hatred of border ruffians, they made every conceivable effort to divert this trade from her. In their advertising methods, they called attention to the fine roads they had laid out to their towns, sending these descriptions throughout the north and east, and attempted to create the impression that Kansas City was an unsafe place to which to ship merchandise, or for free people to stop. In the height of these border troubles of 1855-6 armed bands met wagons and teams on the prairies and forbade them coming to Kansas City, and agents were sent down the river to represent to people coming up on the boats that Kansas City was unsafe for themselves and their freight. To such an extent was this carried, that at one time in 1856, a party claiming to be these agents, broke open a piano box on our levee, and the fact was widely published to show that merchandise or freight consigned via Kansas City was not safe.

KANSAS CITY OVERCOMES ALL.

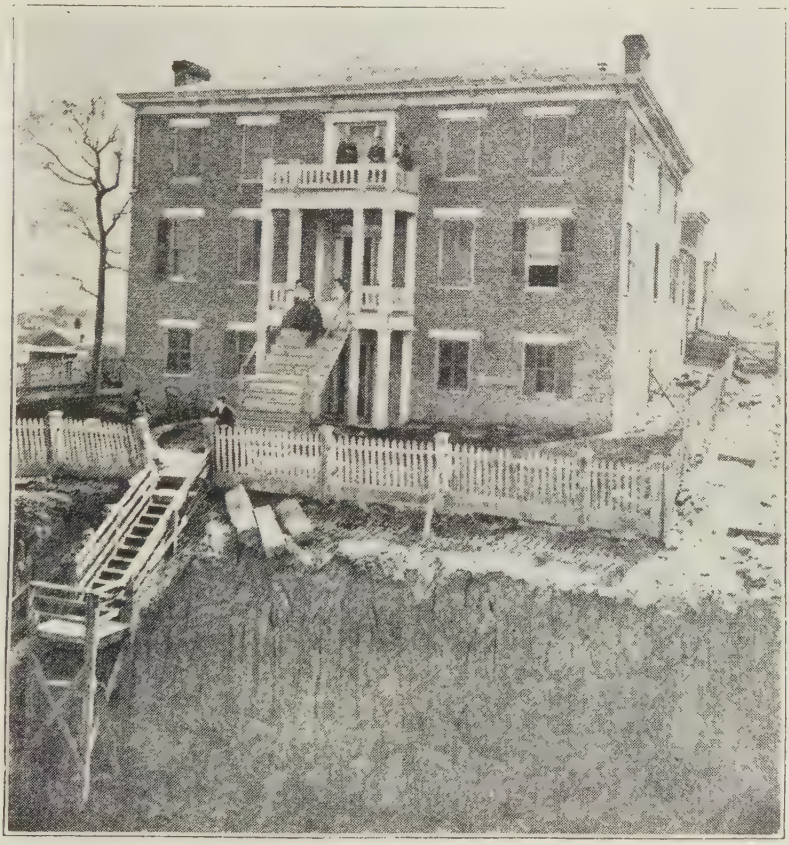
These handicaps and outside advertisements seemed to put Kansas City on the map, for its growth in 1857 was phenomenal. The demand for building material was very great, and houses were very scarce, sometimes their rental value per annum exceeded their

cost. Many new additions were added, among them being Colonel McGee's, who probably was the first real estate man in the city who would be called a "realtor" today, for he watched the boats coming in, and was there at the levee to meet the immigrants, and take them out to his addition, at that time beyond the city limits, and free from city taxes, which at this day with the "gas tax" added, would be a drawing inducement. Colonel McGee made very liberal terms on his lots to those who would build, and it was soon known as the "Addition."

In August the Journal made a statement covering the progress of building from May 1 to August, 1857, as follows:

HOUSES BUILT

City proper—2, 3 and 4-story bricks	97
1, 2 and 3-story frames	184
In Addition—2, 3 and 4-story bricks	31
1, 2 and 3-story frames	284
Total	596



JOHN S. CAMPBELL'S RESIDENCE, Northwest Corner Seventh and Walnut. Early connection with the Kansas City ferry. Cost $12,000. Built in 1858.

VALUE OF REAL ESTATE

	May 1	Aug. 23
Levee lots	$250	$ 400
Other City lots	500	1,000
Addition on Grand Avenue	500	1,000
Addition other streets	250	500

During this same time there were 13,440 wagons loaded for the plains, employing 26,160 men and 39,900 animals, and carrying 49,976,000 pounds of freight. There were received from the plains 27,000 buffalo robes, 131,000 pounds of hides, 19,000 pounds of pelts, 40,000 pounds of wool and furs to the value of $19,000. The mercantile business of the city for that period was: city proper, $1,075,000; addition $50,000.

Population increased in like proportion and also the taxable wealth, as will be seen by the subjoined table:

	Population	Assessment
1855	478	$ 54,000
1857	3,224	1,200,000
1859	7,180	3,311,730

In the year 1859 there was expended in street improvement on the several streets as follows: Delaware street, $14,000; Walnut, $3,600; Main, $300; Bellevue, $900; Broadway, $600; Sixth, $10,000; Third, $400, and Fourth, $1,000. Other improvements, $6,300. Total, $28,000.

The progress of the trade during the years 1857 to 1860 is well illustrated in the following synopsis of the Journal's Annual Review. The mercantile trade of 1856 is stated at $1,150,000, but a more detailed statement was made for the following years:

	1854	1858	1859	1860
Merchandise	$3,185,502	$3,232,321	$2,488,001	$4,273,835
Warehousing	545,000	116,983	2,675,930	164,600
Live Stock	2,148,200	2,241,217	110,099	455,675
Brick, No.	84,578	96,000	6,000,000	5,000,000
Exports	1,767,761	2,018,045		$ 286,891
Building			$ 346,770	191,896
Manfactures			130,000	147,140

Note—Owing to the absence of the editor in 1859, the Journal did not compile an annual review but used the Metropolitan, with some erroneous items, but all show progress.

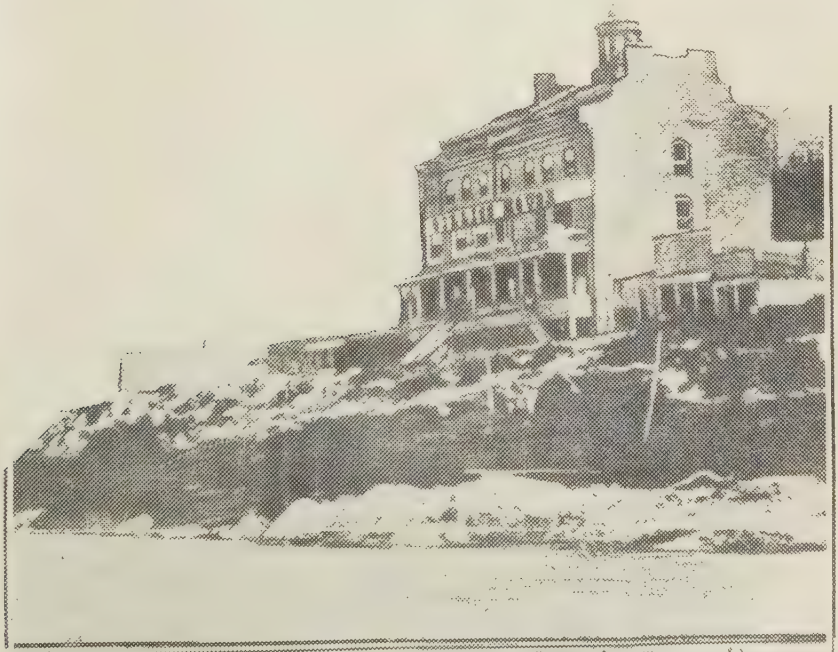
INCREASED COMMERCE OF THE PLAINS

After the close of the Kansas troubles in 1857, the Santa Fe trade increased very rapidly, as has been shown in tables in a former chapter given us by Doctor Josiah Gregg, and in 1857 wool was added to the other articles—gold and silver previously imported from there. One of the first consignments of this article of any great importance was consigned to Mr. Chas. E. Kearney, who in 1857 had removed from

Westport to Kansas City. The Chicks and others soon followed in importing large quantities of wool, and this became quite an article in the commerce of Kansas City. The mountain trade at this time in amount of furs, peltries, etc., brought in by the mountaineer traders, was also augmented very largely. The City of Kansas had been chief headquarters for this trade since 1821, when Chouteau established his first trading post opposite Randolph Point. These trappers came in once or twice a year to see their old friends, make new contracts and spend a short time in civilization.

"PIKE'S PEAK OR BUST"

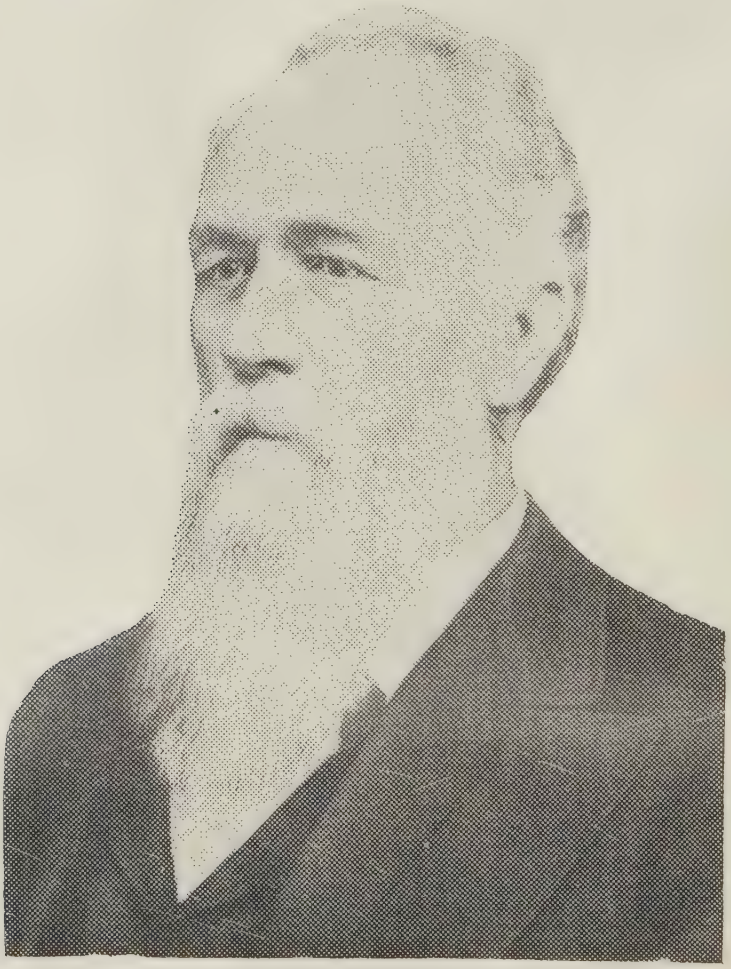
A new impetus was given this mountain trade in 1858 by the discovery of gold in Colorado, and immediately a large emigration set in for the new gold fields. This was then a part of Kansas Territory. By this time, while some of the rival cities had an even start and Leavenworth had outgrown her population, it had become evident to those competing cities that they could not divert her mountain or Santa Fe trade, and they had ceased their exertions along those lines. While the normal competition for the established trade had ceased, the contest was again at fever heat when the mad rush came. The cry and slogan on the prairie schooners were "Pike's Peak or Bust" as the great trail wagons passed through from all



THE GILLISS HOUSE, KANSAS CITY'S FIRST HOTEL, WAS ON THE LEVEE NEAR DELAWARE.

points east of the river. The whole line of river towns—Leavenworth, Atchison, St. Joseph, Nebraska City and Omaha—entered the contest, each hoping to prove theirs the better route to Pike's Peak, but Kansas City's facilities had become too well established, and this new trade but expanded her efforts to hold it.

These several cities, each had their selected route to Pike's Peak. Nebraska City and Omaha united at Fort Kearney and proceeded up the Platte valley. Atchison and St. Joseph later adopted the same route, thus giving Nebraska City the advantage over all of them. Leavenworth, in order to be independent of Kansas City's lead, undertook to open a Smoky Hill valley route, but in 1860 it had to be abandoned, and then she opened a road to the Kaw river, a few miles from Kansas City, where a bridge was built to enable her to reach the old Santa Fe trail via Council Grove and the valley of the Arkansas, which was Kansas City's route. This contest raged for



ALEXANDER MAJORS, THE GREAT FREIGHTER

several years, but the superiority of Kansas City's boat landing, and her acknowledged superior outfitting facilities gave her advantages that secured the better part of the trade.

In 1860 the New York Herald sent a correspondent to Kansas City to write up the great plains commerce, which was then attracting prominent notice all over the whole country, and he tabulated the trade of that year, which shows the relative standing of the Missouri valley cities just before the war, which are now given here:

NEW YORK HERALD'S STATEMENT 1860

Cities	Men	Horses	Mules	Oxen	Wagons	Freight Wt.
Kansas City	7,084	464	6,149	27,920	3,033	16,439,134 lbs.
Leavenworth	1,216	.....	206	10,952	1,003	5,656,052 lbs.
Atchison	1,591	.....	472	13,640	1,280	6,097,943 lbs.
St. Joseph	490	.....	520	3,980	418	1,672,000 lbs.
Nebraska City	896	.....	113	11,118	912	5,946,000 lbs.
Omaha	324	377	114	340	276	
Totals	11,603	844	7,574	67,950	6,922	36,074,159 lbs.

EARLY BANKS, JOBBING HOUSES, ETC.

In connection with their real estate business, Messrs. Coates and Hood established in 1856 the first banking house in Kansas City. Messrs. Northrup & Co. afterward Northrup & Chick, established a banking house in 1857, which continued until 1864, when it was transferred to J. Q. Watkins & Co., and Messrs. Northrup and Chick went to New York. A branch of the Mechanics Bank of St. Louis was organized May 1, 1859, and opened for business in June. Its

ALEXANDER MAJORS' CARAVAN CAMP IN WEST BOTTOMS IN 1859.

directors were J. P. Wheeler, Kersey Coates, Dr. J. Lykins, Joseph C. Ransom, F. Conant, Wm. Gillis, John C. McCoy, J. Riddlesbarger, and W. J. Jarboe. Doctor Johnston Lykins was president. Colonel E. C. McCarty, cashier and Lewis Ramage, attorney.

The Union Bank of St. Louis organized a branch here in July, 1859, and opened for business in August. The directors were H. M. Northrup, C. E. Kearney, Thomas A. Smart, W. H. Chick, Thomas Johnson, N. T. Wheatley, Joab Bernard, Alex Street and Edward T. Perry. H. M. Northrup was president and John S. Harris, cashier. J. Wise and Co. opened the first jobbing dry goods house in July, 1857.

The first city loan for city improvements made in 1855, amounting to $10,000, was taken at home and most of it spent on the levee by Mayor M. J. Payne. Another loan of $100,000 was made in 1855, but on account of the great delay in placing it, little resulted from it until 1859.

THE FIRST CHAMBER OF COMMERCE

In 1856 the first attempt at commercial organization was made, when the merchants established the first Board of Trade. It was evidently too early to attempt to maintain a daily exchange, and was more of a voluntary association, where the merchants exchanged views on questions arising from day to day, and more particularly to establish and maintain in some sense uniformity of prices among the merchants. These preliminary workings of the board of trade opened the way for a more vigorous organization of this order—one that should exercise a general care over the commercial interests of the city—hence an association was formed under the name of the Chamber of Commerce, which was chartered by the legislature November 9, 1857. The incorporators were Doctor Johnston Lykins, W. A. Hopkins, John Johnson, M. J. Payne, Thomas H. Swope, S. W. Bouton, Kersey Coates, Jos. C. Ransom, H. M. Northrup, H. H. King, E. C. McCarty, J. M. Ashburn, Wm. Gillis, Doctor Benoist Troost, John Campbell and R. G. Stephens. Among other members were R. T. Van Horn, Theodore S. Case, Doctor D. Y. Chalfant and Ermine Case and some others. It is said this organization continued until the Civil war, but its records are not available.

It was well remembered by citizens of that decade, as a very potent element in the development of Kansas City. It centered the thought of people in their commercial efforts, and in the necessary co-operation to work out the many perplexing problems facing them in the competition with the rival towns along the river. With its influence the people worked together for common ends, and when any worthy public improvement was introduced, it received the support of all, and by thus pulling together, their energies were not dissipated, but enterprises were pushed to a successful end. They prepared maps, and inaugurated a system of railroads for Kansas City. Companies

were organized and charters procured, and in some instances such as the Kansas City and Cameron, and the Hannibal and St. Joseph, and the Kansas City, Ft. Scott and Gulf, it pushed the preliminary work forward to such a point that railroad men took them over and completed them. It did the preliminary work in projecting every line of railroad that came to Kansas City soon after the war. It fostered essential improvements in the city, in this rapidly building era, occupying the position of the "Ways and Means Committee," and kept up the enthusiasm in public enterprise. One of its special provisions for raising revenue beyond the annual dues of the members, was that each member should pay the treasury annually, for the purpose of promoting public enterprises, the same amount paid the city treasury as municipal taxes.

EFFECTS OF THE PANIC OF 1857

Kansas City had a number of railroad enterprises in the offing, that were retarded by the "panic of 1857," but her trade was very little effected. The "commerce of the prairies" continued to increase, and the immense immigration to Kansas helped her over this period. In the commerce of the prairies they had always employed hard money, which was not effected by the panic. The government money expended on the frontier eventually, through her trade, augmented the receipts at Kansas City.

The Journal contained an article in November, 1857, which makes the situation very plain, showing why it did little harm to Kansas City, but was very hurtful to her rivals and it is copied here with the significant heading:

"BORDER MONEY

"During the week we have obtained from reliable sources a correct estimate of what may be most appropiately called 'border money,' that is gold and silver coin that comes direct from the mint or from New Mexico, and is first put in circulation on the Missouri border. This is the fund we said in our last issue constituted the major part of our commercial basis, and which could not be withdrawn from the commercial operations of the border, no matter how disastrous the panic in the East may be. It is this fund, together with the general agricultural and industrial prosperity, that is to sustain the credit of the border, and save it from the general wreck and overthrow of the million's finances. The whole amount of this border money is $5,100,000. Of this amount about $2,800,000 comes directly from the United States mint, and consequently comes here annually by statute-law to that effect. The balance is from New Mexico and immigration. Here are the various funds:

Annuity money	$1,000,000	Emigration money	300,000
Army money	2,000,000	New Mexico money	1,500,000
Mail money	200,000		
		Total	$5,100,000

"The annuity money is annually paid to the various tribes of Indians on our border, and by them is forthwith expended with our border merchants. Not a dollar of it is hid in the earth, or stowed away in old stockings. The money received, the Indian is off on his pony, and off to trade, and when the last dollar is expended, he is satisfied, unless he can obtain credit (which many of them can) 'til the next pay-day. In this way border commerce gets the annuity money.

"The army money is paid out to privates for stocks and forage, and to officers, and if any of it is withheld from circulation for any length of time after it passes out of the quartermaster's department, then there is more husbandry in our army than it has credit for.

"The mail money is paid directly to the contractors, for the transportation of the mail over the plains, and by the contractors expended on the border for service, feed and stores.

"The immigration money is brought here by immigrants to the territory, to our own state and to New Mexico, Utah and California. We can find no reliable data from which to estimate the amount of this money brought to our border, but have made up our figures from the information of our business men. This money is expended immediately on the border, and what little the emigrant retains after the purchase of supplies and outfit, he keeps in his pocket—for what? Why, to come to town and trade again! Thus the immigrant pocket money nourishes our commerce.

"The New Mexico money amounting annually to $1,500,000 is expended directly with our border merchants and producers, for stock, freight, supplies and outfits. This money is brought direct from New Mexico, and is composed of dubloons and Mexican dollars. On the border the boxes are opened, and the money meets a general circulation. Every workshop mechanic, merchant and farmer on this border gets some of this money. Such is the intercourse existing between the border and the New Mexico trains, that this money obtains a general circulation with great rapidity. When a train arrives, the camp formed, and everything nicely corralled, the money is in town, the employees paid off, food purchased, stock increased or renewed, paid for and everything connected with the trains transacted with the greatest rapidity—and that makes business—a border panic—and the only panic we ever expect to see on the border, while its commerce is based on border money."

THE LIVE STOCK BUSINESS

While Kansas City had quite a demand for live stock such as mules and oxen for the great caravans for New Mexico, and the outfitting for the government in the Mexican war, and also the great rush of the '49ers to California, it took a very decided lead as a livestock market from the year 1854. In the year 1857, there were

RESIDENCE OF JOHNSTON LYKINS, Second Mayor of Kansas City.
Completed two months of Gregory's term as mayor. 12th and Washington.

RESIDENCE OF WILLIAM S. GREGORY, First Mayor of Kansas City.
Served ten months. Received Thomas H. Benton, May 4, 1853.
Northwest corner Fourth and Locusts streets.

driven from Texas and sold here, 9,000 head of cattle and horses. The total receipts for that year of live stock were estimated at $200,000. In June, 1858, the first record of stock cattle is recorded; about 20,000 head were driven here from Texas, but Kansas City was not then a market for that kind of stock not having railroads, could not be. Hence they were driven on in the direction of Chicago, crossing the river at Randolph's ferry. At that time there were more coming, both from Texas and the Indian Territory, and the whole number for the season was estimated at 65,000. At the same time cattle were going the other way, and in June 3,800 head crossed the river at Randolph Bluff from Iowa, going to California.

AN OVERGROWN CITY

During the period of great commercial growth, with greatly increased population, it is evident the first incorporated Town of Kansas of 1853, had out-grown itself, in fact the Addition, as McGee's addition was called, would soon be larger than the orginial town, hence in order to keep control, it was necessary to extend the municipal authority for the protection over these fast growing additions, and an amendment to the charter was procured January 29, 1857, in which the limits were extended west to the state line, south to Twelfth street, and the half section line running along the alley between McGee and Oak streets was the eastern boundary. This greatly enlarged the corporate limits to the west, which had grown rapidly out of the development of trade, yet this did not take in McGee's addition, nor many other additions, which had been filed up to this time.

SOME STAGE AND MAIL ROUTES

There was established several stage and mail routes in the years from 1857 to 1860 from Kansas City to Fort Scott, Lawrence, Topeka, Leavenworth, Atchison and St. Joseph and some others. Westport for several years was the main distributing point for the west and south, and the stage for points in these directions had to go by way of Westport, until the mail facilities of that place were extended to Kansas City. A mail line already extended to Santa Fe, New Mexico. In the summer of 1855 Colonel Jacob Hall of Jackson county effected a contract with the government for carrying the mail from Kansas City to Stockton, California, and the line with stages was opened October 1, 1858, by Porter Irwin & Co.

LIST OF ADDITIONS TO CITY

The following table shows dates of filing plats of the Old Town Company and all additions up to the beginning of the Civil War:

1839 First plat, Town of Kansas
1846 April 30, 2nd plat, Town of Kansas
1847 Third plat, Town of Kansas
1855 Hubbard's Add., Nov. 29
1857 Dec. 23, Reid's Addition
1858 Jan. 1 Guinotte's Addition
1858 Jan. 23, Roberts' Corrected
1858 Mch. 18, Ford & Witworth's.

1856 Mch. 28, first plat, McGee's Addition
1856 May 19, Troost Resurvey, Block 16, Old Town
1856 July, Lykins' Addition
1857 April, Lawrence's Addition
1857 April 8, Belleview Place
1857 April 16, Swope's Addition
1857 April 30, Ross & Scarritt's Addition
1857 May 26, Thomas' Addition
1857 June 3, 2nd plat, McGee's
1857 June 22, Pulliam's Add.
1857 July 15, Peery Place
1857 August 15, Turner & Co.'s Addition
1857 August 31, Roberts' Add.
1857 Sept. 7, Johnston's J. Add.
1857 Sept. 10, Rivard's Addition
1857 Sept. 19, Ransom and Hopkins' Addition.
1857 Sept. 23, Bouton's addition
1857 Dec. 21, T. H. Swope's 2nd Addition
1858 Mch. 31, McDaniel's
1858 July 19, Hood's
1858 July 29, Ransom & Talley's
1858 Aug. 3, McGee's J. H.
1858 Aug. 26, Ashburn's East Kansas
1859 Jan. 7, King's Resurvey in Hubbard's Addition
1859 Feb. 1, Ashburn's
1859 Feb. 4, King & Bouton's Resurvey W. ½ Blk. 10, E. ¼ Blk. 11, O. T.
1859 Mch. 7, East Kansas
1859 April 7, Vineyard's
1859 June 6, Ridge's Place
1859 July 1, Lockridge's
1859 Aug. 5, Lot Coffman's Add.
1859 Oct. 3, T. A. Smith's Add.
1860 Mch. 2, Lucas Place Add.
1861 April 13, West Kansas, Addition No. 1.
1861 May 24, King & Bouton's Resurvey of blocks in Old Town

ANOTHER EXPANSION

The vision of our early city builders was entirely too narrow to keep pace with the lively Town of Kansas, in this greatest steamboating era—the five years before the Civil war—as the extension of their limits in 1857 proved entirely inadequate to meet the requirements. Therefore, on the 12th day of February, 1859, the Legislature again enlarged the corporate limits, extending the town southward along the state line to Twenty-scond street, eastward along that street to Troost avenue, northward along Troost avenue to Twelfth street, eastward along Twelfth street to Lydia avenue thence northward to Independence avenue, thence to the quarter section line a little west of Lydia avenue, and then following the corporation line to the river. The legislative act divided the governing body of the town into two branches, a board of aldermen and a city council. This provision, however, was repealed the next December.

ON THE VERGE OF CIVIL WAR

As we approach the Civil war period in this five years, a resume of the trade, and the commercial progress the city was making in this last half of the decade since the cholera had cut it down to a village of something like three hundred people will show the fight the city won and the contributing advantages that caused her to win. In the year 1859 the first city directory was issued, and also a very comprehensive article by the Journal of Commerce issued in May, 1859, and from these two authentic sources, from which extensive quotations will be made, the wonderful advancement from the unin-

corporated village of 1850 to the flourishing town of the City of Kansas, at the beginning of that struggle which again stopped the wheels of progress, will be given.

From the directory we find Kansas City, as they called it, was an important city of Jackson couty, Missouri, situated on the Missouri river, a mile below the mouth of the Kansas river, near the state line. It is the western terminus of the Pacific railroad, which is rapidly pushing forward to this point, and the eastern terminus of the Kansas Central railroad. The line of this road is surveyed and passes up the Kansas valley—one of the richest tracts of land on the continent. The Cameron and Kansas City railroad is progressing rapidly, and will be completed and ready for business about the first day of May, 1861. This road will be about fifty miles in length, passing through a well settled and fertile country connecting with the Hannibal and St. Joseph railroad at Cameron, Missouri. Kansas City is a prominent point for the business of the plains and mountains. Since the rapid settling up of Kansas Territory, other cities have been made along the border for the accommodation of the more immediate and neighborhood business of the territory, but Kansas City still retains the command of that great and constantly increasing commerce of New Mexico, Utah and the mountains. The territory of New Mexico embraces an erea of over 200,000 square miles, extending to the great Rio Colorado, which river for about two hundred miles divides this territory from California. A great portion of the territory is occupied by Indian tribes.

The valley of the Rio Grande Del Norte, lies between the Rocky Mountains and Sierra Madre ranges of mountains, and is the richest, both agriculturally and commercially, in all the public domain of the United States. Along this valley, within a distance of two hundred miles north and south, and sixty miles east and west, there are eighty-seven flourishing Mexican towns; and it is from this valley that the great Mexican trade with Kansas City comes. The principal towns of this valley are Santa Fe, the capital; Vegas, Tacolote, Albuquerque, Moro, Taos and Peralto, besides a large and extensive trade at Fort Union, Fort Thorn, Las Cruxes, and Los Lunas. From Kansas City to Santa Fe the distance is computed to be 740 miles. Within the last ten years Kansas City has had almost the exclusive benefit of the shipping, commission, storage, repairing and outfitting business of the mountains and New Mexico, some of her merchants having trading posts or branch houses established in the mountains. The mountain trade is chiefly with the Indians. Buffalo robes, furs, Mexican wool, goat skins, dry hides, dressed buckskins, peltries, etc., are taken in exchange for goods.

"Since the discovery and partial development of the Pike's Peak regions, there is every prospect of an immense trade for Kansas City with the many flourishing towns and cities of that auriferous region.

Many of the wholesale grocery houses have branches at the mines, and are doing a very large business. This trade is constantly increasing and will in the course of time become an immense source of trade and profit to the merchants of Kansas City.

"The style of the Kansas City buildings is good, being chiefly brick made from the clay hills, beautifully designed and substantially built, the streets are wide, and are rapidly being improved and graded. It has seven church organizations, one daily newspaper, four weekly newspapers. A medical and surgical review, published bi-monthly, two banks, one private banking office, one insurance company, four or five insurance agencies, and several benevolent and literary societies. Its manufactures consist of agricultural implements, boots and shoes, ale and lager beer, brickmaking, bookbinding, brooms, cabinet furniture, carriages and wagons, clothing, confectioneries, harness and saddles, mathematical instruments, marble pumps, sash, doors, blinds, lumber, leather, soda water, tin and copper ware, tobacco and cigars, soap and candles, flour, steam engines, mining machinery, quartz mills, etc. It has one of the largest pork-packing establishments west of St. Louis, several large, exclusive wholesale groceries and produce warehouses, about one hundred retail establishments of various kinds, and four or five large hotels.

Kansas City is well supplied with seminaries, primary and high schools, affording every advantage to the youth of both sexes for a thorough education.

"The principal freighters engaged in the commerce of the plains at Kansas City are Irwin Jackman & Co.; Alexander Majors; Thompson Shraeder & Co.; Chiles, Hayes & Co.: Bernard & Co. and Bent and Campbell, the last firm are contractors only for government

GREAT FIRE AT ST. LOUIS, MAY 17, 1849.

freight for the Indian Department, and have sent out 40 wagons this season with 240,000 pounds of freight. The business of Irwin, Jackman & Co. has been immense. The amount of freight transported by this firm will nearly reach six million pounds. The capital necessary to carry on this extensive business is nearly $600,000. Mr. Majors has 1,450 wagons, 4,000 head of cattle, 140 head of mules, and 400 men employed in the transportation of government freight destined for the several forts on the frontier of Kansas and New Mexico, and has sent out this season, up to September the 20th, 1860, 837 wagons, each loaded with 6,000 pounds of freight, making in the aggregate about 5,007,680 pounds. In the Pike's Peak trade Mr. Majors has 500 wagons, 2,140 head of cattle, 100 mules and 300 men employed. The transactions of other firms engaged in the freighting business were not obtainable, but it will readily be conceived from the foregoing figures, what an immense freighting business was being done in Kansas City just before the war."

COLONEL E. M. McGEE'S DEVELOPMENT OF McGEE'S ADDITION

The southern portion of Kansas City, known as McGee's Addition, and comprising an area of two hundred and forty acres, was laid out for city purposes by Colonel E. M. McGee in the month of May, 1857. At that time it was occupied as a farm, and within its limits there resided but three white persons. The rapid growth of the city (almost entirely south), suggested at once to the practical eye of the proprietor, the advantages to be derived from laying out an addition to the city proper, by cutting up the model farm into city lots. Nature could not have been more lavish in furnishing a spot, blending at the same time the useful with the beautiful. On the south and just beyond the bounds of the city, as orginally laid out, lying in a square, with a beautiful undulating surface, without hills and ravines, without the necessity of the pick-axe and shovel to grade its lots and squares, or level its streets, McGee's Addition would seem to one, even of the most fastidious taste, all that the heart could wish. Having determined to aid in building the Queen City of Missouri, the great emporium of the Great West, Colonel McGee, went to work in May, 1857, on the most liberal scale, and laid out thirteen hundred and twenty-six lots, with fifty feet front and a depth of one hundred and all in excellent taste. Near the center of the addition was reserved a beautiful parallelogram, encompassing about five acres, to which was given the name of Central Park. Some distance to the north and east of this, selected with a fine discrimination for beauty and convenience, was laid out a square of one entire block called "Market Place."

Colonel McGee was a firm believer in advertising, for in the first and second directories of Kansas City, issued in 1859-60, the publisher

makes the acknowledgement in his preface that he would not have been able to issue the work, but for the liberal donations of Colonel McGee, and he writes up this addition quite liberally, but at this date it gives the most reliable data ever written on the rapid growth of Kansas City prior to the Civil war, and therefore it is given here as a true index of the city's growth, in the heyday of that steamboating era. He says: "Before proceeding to give any statistics showing the rapid growth of McGee's Addition since its first commencement, it may be well to mention its commercial advantages, and the liberal policy pursued by Colonel McGee in building it up. Grand avenue, one hundred feet wide, is the great outlet of Kansas City, commencing on the Missouri river at the terminus of the great Pacific railroad, and running south, it traverses the center of Kansas City, leads directly through McGee's Addition to the southern boundary, where it meets the turnpike road to Westport, connecting there with the great road to Santa Fe, Utah and California. Over this great highway all the vast trade and emigration with the interior and other points, approach at Kansas City. The city is growing constantly and almost entirely to the south and while it progresses one mile east and west, it will grow four miles north and south, leaving this addition in the very center of the city.

"The city having grown and expanded, and buildings having crowded their way beyond its orginal boundaries into and through McGee's Addition, to its southern extremity, by an act of the Legislature of the state of Missouri, approved February 12, 1859, the corporate limits of the City of Kansas were extended so as to include all this territory with other large additions to the east and west. Hardly had this new charter seen the sunlight and been introduced in the statute books, before the people of Westport, on the south, at a distance of four miles from the river banks, and connected with Kansas City by the turnpike road leading into Grand avenue, began agitating the necessity and importance of extending the city limits still further, so as to include that town, and make it a part and parcel of the City of Kansas. At the present time all roads radiating to the county and country trade of Missouri, also the border trade with the Kansas Territory, center in this addition. The policy pursued by Colonel McGee has ever been on the most liberal scale. Always prompt in donating suitable sites for churches, school houses and charitable institutions, and always active in lending a helping hand in their construction. Manufacturing establishments have at all times met his special favor, and large donations were constantly offered for their encouragement."

"Grand avenue's advantages are set forth as leading direct to the Grand Union Depot to be built the next year, and it must be the Broadway of Kansas City. Its manufactures already secured for this addition are mentioned as tanneries, cooper shops, wagon shops, brew-

eries, broom factories, soda water factories, furniture and carriage makers, lumber yards, and produce dealers. All these gained by superior locations.

GOVERNMENT TRANSPORTATION

"The great firm of Irwin, Jackman & Co., who have this season established their headquarters in this addition, with their mammoth outfitting establishment, started their trains from this point. Here is given an abstract of their immense business as compiled from their own books:

STATEMENT OF IRWIN, JACKMAN & CO., 1860

Number of men employed as teamsters	1,060
Number of wagons sent out	837
Number of oxen	10,344
Number of mules	157
Amount for freight transported, pounds	5,087,686

"Some idea of the capital necessary to carry on business of this magnitude may be gained from the following facts:

Cost of wagons	$112,195.00
Cost of oxen	336,180.00
Cost of wagon fixtures	5,000.00
Cost of yokes and chains	20,000.00
Cost of wagon sheets	6,700.00
Cost of mules	19,625.00
Wages paid to teamsters	63,400.00
Incidental expenses	25,000.00
Aggregate amount capital	$588,100.00

"This freight consisted of military stores for the United States army at Forts Kearney, Laramie, Garland, Wise, Union, Utah and other military posts in the interior.

TAXES

"Another and perhaps as important an inducement as any other to direct the attention of business men, the speculator or those in search of grounds for residences in this addition, is the fact that owing to a special provision in the charter a tax of only one-fifth of one per cent can be levied on this property, this being all that is necessary for our revenue purposes in consequence of the level character of the ground in this addition."

STATISTICS OF McGEE'S ADDITION

"The following table shows the growth and business of the addition for the past three years:

Population, January 1, 1857	21
Population, January 1, 1860	2,319
Buildings, January 1, 1857	8
Buildings, January 1, 1860	469

Colonel McGee was a realtor worthy of his day, for in an advertisement he says he speaks the language of all the tribes in the Kansas Territory.

RETROSPECTIVE

Before entering the devastating period of the Civil war, an article from the Journal of Commerce, in May, 1859, gives a brief and comprehensive retrospect of progress covered in this chapter since 1855, and it is here given:

"In October 1855, when we first took charge of this paper, there was a population of 478 all told within the city. The levee consisted of a "chute" dug in the bank in front of the warehouse of W. H. Chick & Co. and McCarty & Buckley. The Eldridge House (now Old Gillis House) ground entrance was in the present second story, and the only street in the city was a common county road, which wound around the bluff in to the ravine below Market street (Grand avenue) and followed the windings until it struck the divide south of McNee's mill. The principal products of the city was dog fennel and Jamestown weed.

"The business consisted solely of the Santa Fe shipping trade and the like business for the annual trains of the mountain men and Indian traders. The local trade was carried on principally by the Wyandotte Indians, and the people living in the classic shades of Gooseneck."

"The city authorities consisted of a mayor, our present active officer, assisted by a board of city fathers, who had the delectable task of disposing of the contents of an empty treasury at the rate of $0.00 per day. The August assembly was waited upon in the real Kentucky style of doing the dignified, by ex-Marshal Howe, who carried the financial budget of the city in his hat.

"It was thus we entered the campaign of 1856. At this date Michael Smith, street contractor, had straightened the river end of the road into Market street, and under one of the corn-field engineers, of whom we have had such bright examples, had commenced excavating at the bottom of the ravine on Main street—but still there was no street.

"In 1856 a brief season of activity set in, which was soon stopped by the Kansas troubles, which paralyzed all business and enterprise and stagnated every branch of trade. This state of affairs continued until the close of the season, and when the spring of 1857 opened there had been but little if any real advances made by the city. The bluffs still towered over the landing; no streets cut through; no cross streets were contemplated. Under all these depressing circumstances, with no foreign capital to assist us, with active competition above, below and behind us, with an empty exchequer and no resources from which to replenish it to any extent, our citizens boldly entered upon a system of improvements of a magnitude never equalled by any

city in the world. It is now twenty-four months since the work began, eight of which were closed to operations by the frosts of winter, and twelve of them under the financial pressure occasioned by the crisis of 1857, and what is the result? A city of eight thousand inhabitants, a list of mercantile houses surpassing that of any other Missouri river town, with trade larger than any of her size in the world; with four streets cut through the bluffs, cross streets opened, and opening for eight squares from the river; a whole town built up outside her orginal limits (McGee's Addition) containing the longest continuous block of buildings west of St. Louis; an entire new business locality excavated out of the bluff and built up with solid and substantial buildings in the center of the city; the crest of our "seven hills" covered with private residences; roads constructed into the interior, and the best levee on the Missouri river. All this has been done since the first of May, 1857, without a dollar of outside capital to assist us, and with the money made by the business of the city itself.

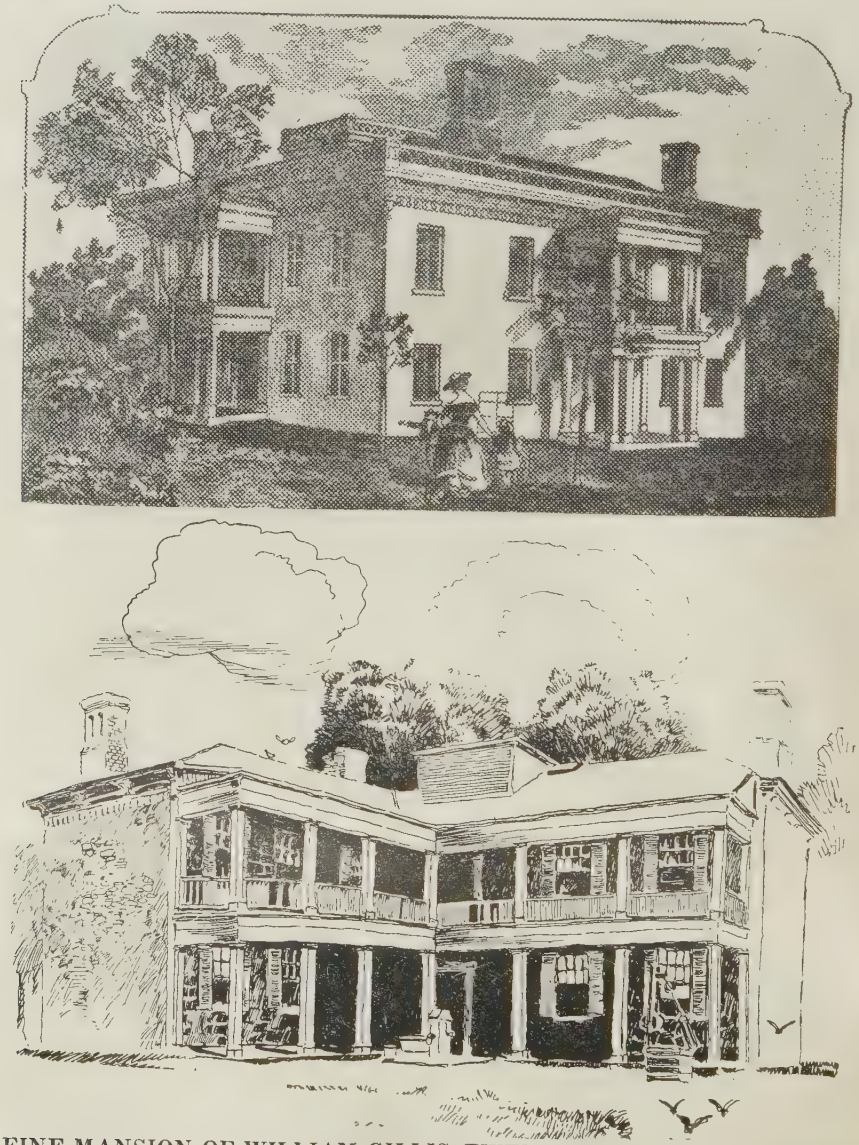
"We will have in operation in a short time a bank with a capital of $250,000 and before August a second with a like capital. Insurance offices that do a larger business than any other institution of the kind in the upper country; a city treasury able by the present assessment to pay every dollar held against it; private bankers that have their drafts honored in any city in the Union, or Europe, and a solid and substantial mercantile credit from Boston to New Orleans."

At the close of this period Kansas City was making considerable progress in the same general direction toward future success. The banks referred to were both put in successful operation, large numbers had been added to the population, many new houses had been built, and new stores and shops opened, and trade enlarged. Street improvements continued, country roads had been further improved, and the railroad schemes in which Kansas City was deeply interested had made progress.

The social aspects had kept pace with the other interests. The formation of societies and the organization of churches and lodges, necessarily were building and accompanying the development of the city.

At the close of the year 1860 there were in Kansas City three Masonic lodges, two of the Odd Fellows, one of Good Templars, a Turnverein, Shamrock, Benevolent society, Orpheus Singing society, a chess club and a Bible society. There were in the educational line, the Kansas City Female Seminary, a rectory school, a gentlemen's seminary, and a German school. The churches were two Methodists, one Baptist, two Presbyterian, one Episcopal, one Christian and one Catholic. There were three banks, one insurance company, one daily and two weekly English newspapers, one German weekly and a bimonthly medical journal.

At the census of 1860 the populations of Missouri valley towns were as follows: Kansas City 4,418, Independence 3,164, Leavenworth 7,379, Weston 2,921, Atchison 2,611, St. Joseph 8,932, Council Bluffs 2,011 and Omaha 1,881. There seems to be some discrepancy in the census population of Kansas City being only 4,418, while the article quoted from the Journal gives it as 8,000, May 1, 1859. Perhaps our newspaper correspondent had a way of boosting as they do now in an enthusiastic write-up of their home city until the U. S. census reports bring them down. However, in this comparison it shows the greater fight which Kansas City finally won.



FINE MANSION OF WILLIAM GILLIS, TWENTY-EIGHTH AND HOLLY, 1857, Front and Rear.

CHAPTER XXII.

RETROSPECTIVE, BEFORE AND AFTER THE WAR

Results after the war. Leavenworth's lead. Discouragements. Union Pacific railroad. Journal's forecast. Opening of West Bottoms. Street improvements. Rapid increase in population. Minimum of war period 3,500. Fighting politicians of Kansas. Bridge charter 1866. Opening of first banks. Other enterprises. Horse railroads. Waterworks. First newspapers, Times, Evening Bulletin. Y. M. C. A. Orphans' Home. Early Packing. Commerce and manufactures. Laid off 1838, Prudhomme estate. Incorporation 1853. Division into wards. Limits extended in 1857. Names of mayors and officials to 1870.

The natural advantages as shown in former chapters that tended to make a city at the mouth of the Kaw, as prophesied by Benton and others, and the rapid growth, together with sagacity and untiring energies of the men who were ever alert to grasp every opportunity which presented itself prior to the war, and in 1860 had put a quietous upon the rivalry of adjacent towns, had to face a very discouraging after period during the five years following, as the war came near depopulating the town, and that decrease in population meant a greater part of the increase to the most formidable rival, with nearly every advantage, and argument formerly used to boost Kansas City equally as potent in most respects where applied to her rival, Leavenworth. The results of the war had answered the question as to the future of Kansas as a free state, and the ever increasing immigration from the east, bound for the land of sunshine and flowers, without any drawbacks, and then the hordes of the great army to be mustered out and given homes, created a rush not exceeded by the "gold rush," or any other movement known in the history of the world. Leavenworth was a Kansas town, and the nearest point to Kansas City, and with the prestige given during the five years as the military post, with all the government's distribution to its soldiers, as well as bounty annually to the Indians, it gained in population, even to eighteen thousand, while Kansas City had been reduced to less than one-half, 3,500.

Leavenworth had become the center of that Kansas trade that had formerly reached Kansas City, with a large part of Colorado and New Mexico trade, and while peace had practically been restored in the surrounding country, enterprise that had been long dormant began to assert itself, and new life was given to Kansas City. The pendulum had swung to the limit, and to some despairing ones Kansas City seemed unable to make any headway in the competitive race for supremacy as the metropolis of the border. However, there were but few that rested upon their oars, feeling another pull was absolutely useless. Those who had braved the storm, the bolder hearted, more enterprising citizens still retained their faith in her natural advantages, and as the main line of the Union Pacific railway started here and was in operation as far as Lawrence, while the Missouri Pacific

would soon be completed, their hopes were encouraged, and they resolved to buckle on their armour and again put their shoulders to the "wheels of progress," and carry on. A live, wide awake newspaper was one of the chief requisites, devoted primarily to local interests to boost and raise the fainting hopes of the doubting and faint-hearted.

The Journal of Commerce, which had done much in the past, was still in the fight, and having been purchased by Van Horn and Hallowell in May, 1865, immediately took up its *ante bellum* advocacy of railroads and public improvements generally, rallying the people to resurrect enterprises which had been dormant during the war. In the earlier days the Chamber of Commerce had depended upon it to enthuse the enterprising citizens to push things worth while to a beneficial conclusion, and now the great necessity of unity and action, prompt and decisive, was very apparent. Mr. Miller says it did more at this critical juncture "to arouse the people than all other agencies combined, and remarshaled them to the struggle for commercial development as potently as ever trumpet or drum-beat marshaled soldiers to the fray." One of the thrilling articles which appeared in the papers on August 3, 1865, is herein given as a concise statement of what the people of Kansas City faced in 1865. "There is a tide in the affairs of man, and the same is true of cities. We are now approaching the flood. If taken advantage of we shall be carried to fortune. To be so we must be earnest, industrious and enterprising. Visions of the future show half a dozen railroads converging at this point; it shows the river post for the plains; a point of trans-shipment for the minerals, the wool and other products of the south, southwest and west, as also the articles from the east and foreign countries. It shows us the great central mart for the distribution of the wealth of half a continent, rich, powerful and magnificent. Providence never assisted a lazy man, fortune never smiled on an indolent community. The price paid for prosperity is labor, energy and enterprise. With a live policy, by throwing old fogy notions to the winds, by placing our mark high, and working up to it, we shall become in two or three years all we have described.

"The converse of this picture is easily realized. Our advantages are sought by others. Our natural advantages alone will never overcome the efforts of a rival enterprise. If we rely upon them, we shall become neutral ground, a passway of value to railroad corporations, but no intensive power of our own. Prosperity must come from within; it must spring from the city—from the people. Let us all make sacrifices in order to start the impulse in the proper direction; let us all put our strength to the work. Large property owners can give sites for mills, factories, etc.; citizens can subscribe stock to work them; mechanics can build tenement houses for operatives. If they produce ten per cent on the outlay, don't raise the rent to twenty per

cent. If houses are scarce, raising the rent will not increase the number. Let our people think and act promptly."

Prior to this the *Journal* had called to notice a thought brought out from the crowded condition of the levee, and soon there must be a change of the base of business from the levee to the "French Bottoms, West Kansas" urging upon municipal authorities the importance of opening cross streets leading thereto. Toward this end the city council in July, 1865, negotiated a loan of $60,000, and appropriated it to opening cross streets leading to the French bottoms. The southern Kansas trade, which approached the city from that angle was returning, and with streets accessible, preferred Kansas City to Leavenworth. Steamers had again commenced to come up the Missouri, and the trade of Colorado and New Mexico would soon be regained with concentrated effort. It was rapidly gaining and by June 28,000,000 pounds of freight had landed here from steamers. The change of base was evident, caused by the prospect of the Union Pacific and the Missouri Pacific, both terminating at the state line, would sooner or later locate their depots in the bottom.

To all thinking men it was plain the natural laws of commerce would give the preference to Kansas City over Leavenworth, but the unfriendly feeling created during the war among a certain class of Kansas politicians still exerted their influence for Kansas towns against Kansas City. The bitterness, begun in 1854, culminating during the war in the destruction of Lawrence, had not entirely ceased, and we note Senator Lane of Lawrence entering the fight against Kansas City, and advocating the building of a railroad calculated to draw from Kansas City some of its increasing prosperity and bestow it upon Lawrence and Leavenworth. The result of this fight is shown by the history of the railroads centering in Kansas City.

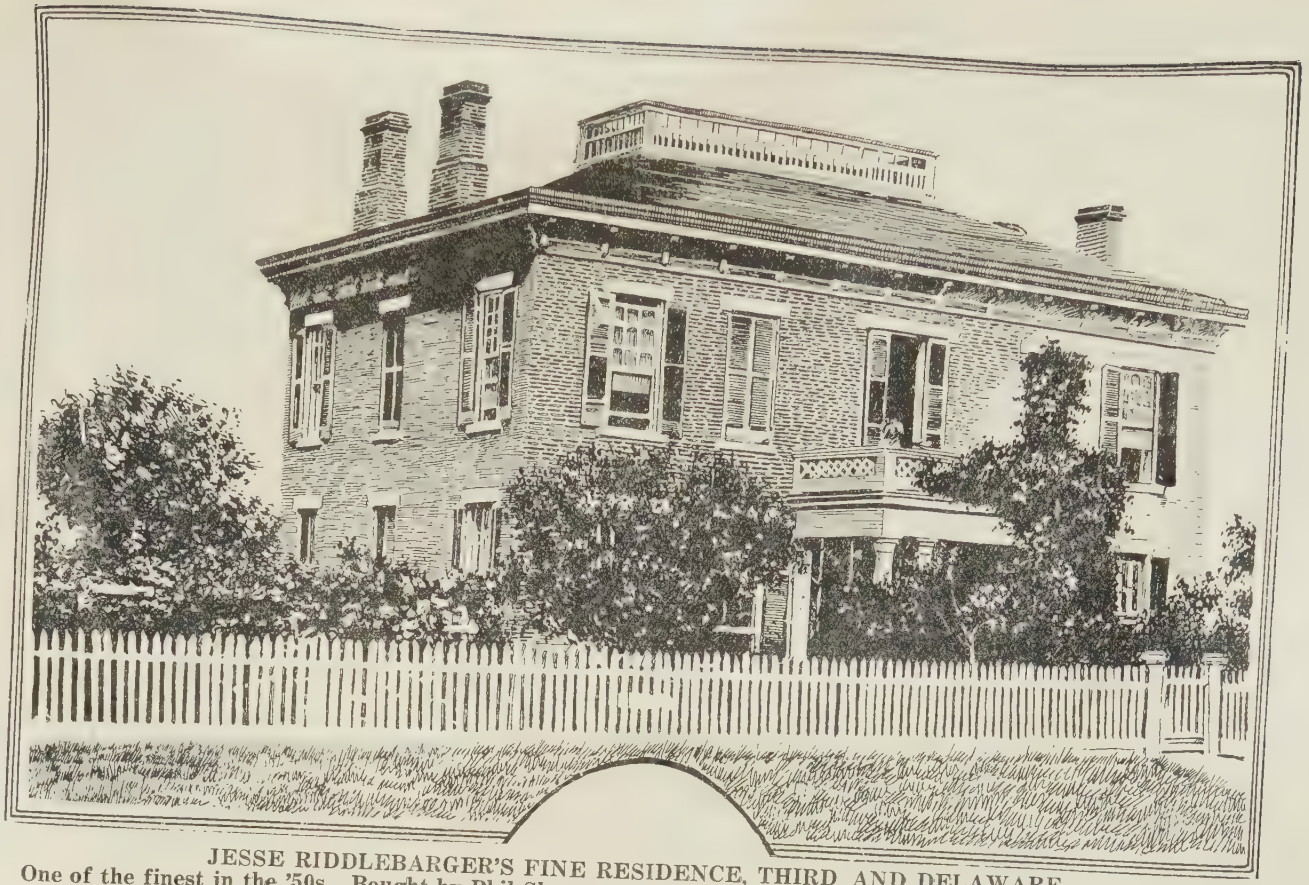
Colonel Van Horn, who had been elected to congress, introduced a bill in February, 1866, asking for a charter for a bridge across the river at Kansas City and to make Kansas City a port of entry. This charter was secured as an amendment to one chartering a bridge across the Mississippi at Quincy, Ill. Messrs. Bernard and Mastin opened a bank in Kansas City, which was succeeded by the Mastin Bank, also the First National Bank was opened with Major G. W. Branham as president. Early that spring the construction of a bridge across the Kaw, from Kansas City to Wyandotte, a long demanded public necessity, was commenced by Marsh, Hilliker & Co. It was completed the following December. It was at this time that Kansas City, after the hardest fight for some years, finally triumphed through the strenuous efforts of Colonel Kearney, Colonel Van Horn, General Reid, Colonel Coates and Colonel Case, over Leavenworth, by securing a contract with the Hannibal and St. Joseph Railroad Company, under which that line was constructed to this city, and which resulted in Kansas City getting the first bridge across the Missouri

river. This act, more than any other, settled the rivalry between Kansas City and Leavenworth for she (Leavenworth) already was regarded as the terminus of the Missouri Pacific railroad and had a branch of the Union Pacific, and the securing of the Hannibal and St. Joseph railroad, and the building of the bridge at Leavenworth would undoubtedly have made her the railroad center of the Missouri valley, and our supremacy would have been lost. This fight upon which the future of Kansas City hung deserves more emphasis than can be given it here, but the full details under the chapter on railroads will be given. The North Missouri Railroad also had Leavenworth fixed as its terminal point, with Kansas City or old Harlem as a way station, but the securing of the bridge at Kansas City soon changed its decision to terminate its branch here instead of Leavenworth, on account of the superior facilities which would be afforded by the bridge, and thus began the railroad history of Kansas City.

The bridge decision and the concentration of railroads here had an immediate affect, and Kansas City began to grow, the Kansas immigration was no longer diverted from its natural channel, but many of our former population, who had gone to Leavenworth and other Kansas towns, observed the "handwriting on the wall" and whereas they were wavering expecting to remain with Leavenworth if she gained the bridge, now hastily prepared to return to their "first love." Knowing Kansas City was on the eve of one of her greatest booms, they were anxious to be in at the beginning. Many of them had left good business here, and continued to improve in their temporary change, but their faith in prophecies of a great city at the mouth of the Kaw had again become an obsession.

The improvement of the streets followed, and in 1865-66 six hundred new houses were built, and in 1867 the council had a statement prepared, showing the progress for 1866 and an increase of population carried it to 15,064. 768 buildings were erected at a cost of $2,166,500 and trade ran to $33,006,827. The city contained 14 churches, 2 colleges, 2 acadamies, 12 primary schools, 21 dry goods stores, 13 clothing houses, 8 liquor stores, 15 boot and shoe shops and stores, 8 hotels, 2 daily and 3 weekly newspapers. Seven miles of streets were macadamized and three railroads were in operation. After an amendment of the charter by the legislature, the wards were designated and city limits changed on March 12, 1867. In February the First National Bank was organized. In April the Journal of Commerce passed into the ownership of Foster and Wilder, and Thomas Pratt brought a franchise and charter of a gas company that had been formed in St. Louis, and at once began the construction of a suitable gas works. An appropiation was made for lighting the streets when the works were completed in October.

At the close of 1868, a very prosperous year, the population was



JESSE RIDDLEBARGER'S FINE RESIDENCE, THIRD AND DELAWARE.
One of the finest in the '50s. Bought by Phil Shannon in 1861, and was residence of Pat Shannon, tenth mayor.

estimated at 28,000 and the recorded erection of 2,000 houses are evidences of its progress. In January, 1869, the foundation of the Coates Opera House was laid, and the year was noted for the rush to secure a horse railway franchise. Among others, the Jackson County and Broadway Horse Railroad Company was chartered. Board of trade organized, T. K. Hanna, president; D. M. Keen, secretary; Howard M. Holden, treasurer. On April 3, Kansas City, Kassas, was laid out.

April 6, the last stone on the Missouri river bridge was placed in position. This bridge was opened with a great celebration on Saturday, July 3, 1869. In 1869, besides the agitation for the horse railways over the city, and to meet the demands in the future of many additions that were being laid out, there were many other subjects being discussed, the most important that of a water works, for here was a growing city of 30,000 and still depending on wells and cisterns, with two great rivers flowing by, but no way of utilizing their waters. Water works were advocated and a company organized to build one, and incidentally, if you will permit a reference to that subject, from that day to this the water question has always been in order.

The Kansas City College of Physicians and Surgeons was founded and incorporated in November, 1869. The population had increased to 30,000, the greatest increase of any city in the country in the five years since peace was declared.

ADVENT OF NEWSPAPERS

The Advertiser was the first Democratic daily established after the war, in 1865, edited by a gentleman named Simpson. It made a heroic struggle for many years and discontnued, for the want of sufficient patronage.

The early history of the Kansas City Times was fraught with difficulties, as is customary in the attempt at establishing a new daily newspaper. September 8, 1868, its first issue appeared. It was an eight column folio sheet, twenty-six and one-half by forty-four inches in size. The need for a Democratic paper was very great at this time, as there was none in the city, and a party in a growing city without an organ to represent and defend them, feel the want in many a crisis. R. B. Drury and Company were the proprietors. For some time after its first issue, the venture was a financial failure, and on December 22, 1868, it changed hands, under a new organization as the Kansas City Times Publishing Company, of which William E. Dunscombe, Charles Durfee, J. D. Williams and R. B. Drury were elected directors. Mr. Williams served as business manager, and John C. Moore and John N. Edwards as editors. In April, 1869, James E. McHenry became business manager and held the position until June 28, when he was succeeded by C. E. Chichester. On September 29,

1869, the office was removed to the corner of Main and Fifth streets, and in the February following, the company was dissolved and the paper sold at public sale. The purchasers were Charles Daugherty of Independence, John C. Moore and John N. Edwards. While in this period the Times had been put to a struggle to gain a foothold, in our later volume we will endeavor to show its true value as one of the greatest Democratic newspapers of Missouri and not only of Missouri, but its influence was felt throughout the nation, and particularly in its great work in opening to settlement Oklahoma, and the great southwest.

Prior to the advent of the Kansas City Times, a Republican daily, called the Kansas City Evening Bulletin, was established in March, 1868, with an office on the east side of the public square. G. W. Householder and J. D. Williams were its proprietors and editors. It met with fair success, but in the panic of 1873 it suspended publication.

In this volume the early history of Kansas City is related up to 1870, and consequently many of the great institutions which are now full of historic events had not begun to function at that date, or if they had, their inceptions were not far enough advanced to make any marked impression on the men who have chronicled the events of that early day.

Y. M. C. A.

One of the most practical and useful religious institutions in the country was organized in Kansas City with a membership of forty-five in 1860, and the laying of the corner stone of a very imposing building on October 13, 1887, by the President of the United States, was an epochal day long to be remembered by the people of that day when the Young Men's Christian Association opened its new building at Ninth and Locust streets. The credit of starting this worthy cause is due to the Reverend W. M. Leftwich, then pastor of the first Methodist Church of Kansas City. He was the first president elected and the meetings were held in his church, which was situated on the south side of Fifth street, about 100 feet east of Wyandotte. Its membership was small, but it was characterized by energetic and successful work. Mr. W. H. Allen, who was afterward a banker here, and in the neighboring town of Harrisonville, Missouri, was the first secretary, and as an efficient secretary, made an impress which has been lasting, as the outgrowth of the association proves. During the war, little could be done, but the election of officers continued the organization. In 1861 Peleg Seabury was elected president; John W. Byers, vice-president, and J. S. Chick, treasurer.

Occasional meetings were held but no records were kept for the remainder of the war. After the war in 1866 some of the same gentlemen who had constituted the old association, reorganized, and kept intact, but not much was done until 1869, when a full board was elected. F. M. Furguson was elected president, D. A. Williams,

secretary, and for the first time in its history the Y. M. C. A. of Kansas City had an abiding place, a permanent habitation. The rooms were in a building on the north side of Missouri avenue between Main and Delaware, owned by Mr. D. L. Shouse, a sincere and Christian gentleman, who generously gave these rooms rent free for several years. Professor Ferguson was continued as president for several years, and the history of this great institution to date will be given under Volume II of this history.

THE ORPHAN'S HOME

While the government, through its great pension bureau, provided liberally for the care of widows and orphans of the soldiers of the Union army, the friendless and destitute condition of the widows and orphans of the Confederates depended solely upon the sympathies of their friends, and through them strongly appealed and enlisted the sympathies of the citizens of Kansas City.

For these unfortunates there were no pensions and in many cases their houses had been swept away in that cruel warfare and their immediate friends, who would have helped them, were unable to do so, as they, too, were impoverished by the five years of inability to accumulate any surplus above their current expenses.

August 11, 1866, a number of ladies under the leadership of Mrs. M. A. Lykins met and formed a Widows and Orphans Home Society, the object of which was to support and provide an education for the widows and orphans of the fallen Confederates. The officers elected and those present at this meeting were as follows: Mrs. M. A. Lykins, president; Mesdames S. T. Johnson, Laura Holmes, Julia E. Lester, and Messrs. J. J. Mastin and J. C. McCoy, vice-presidents; Miss Cynthia Coleman, treasurer; Mrs. Ruckle, recording secretary; Miss Lizzie Harris, corresponding secretary; trustees: Honorable Trusten Polk, St. Louis, Mo.; Honorable Luke W. Burrus, Liberty, Mo.; Honorable S. H. Woodson, Independence, Mo.; John J. Mastin, J. C. McCoy, Doctor J. Lykins, Reverend Wm. Holmes, all of Kansas City, Mo., and Wm. R. Bernard, Westport, Mo. A suitable constitution and by-laws were adopted. It was supported by contributions from the charitable, and by means of festivals, fairs, dining halls and lectures. Some of the citizens of Colorado sent a gold brick worth five hundred dollars, and sums varying from one dollar to five hundred dollars were received from different towns in Missouri. It was duly incorporated by the name of "The Widows and Orphans' Home Society of Missouri" in 1867, and forty acres of land, at $1.00 per acre, purchased near Westport road, about two miles south of the city. A home building with other improvements, was immediately built, costing about $5,000 and occupied with twelve orphans and under charge of four widows. A monthly paper named the *Orphans Advocate*, was started by the society in October, 1868, under the editorial supervision of the presi-

dent, Mrs. Lykins, and continued until the Home passed under the patronage of the state, which occurred in March, 1872. This is now a Catholic institution known as "The Little Sisters of the Poor" situated on Thirty-First between Cherry and Holmes streets.

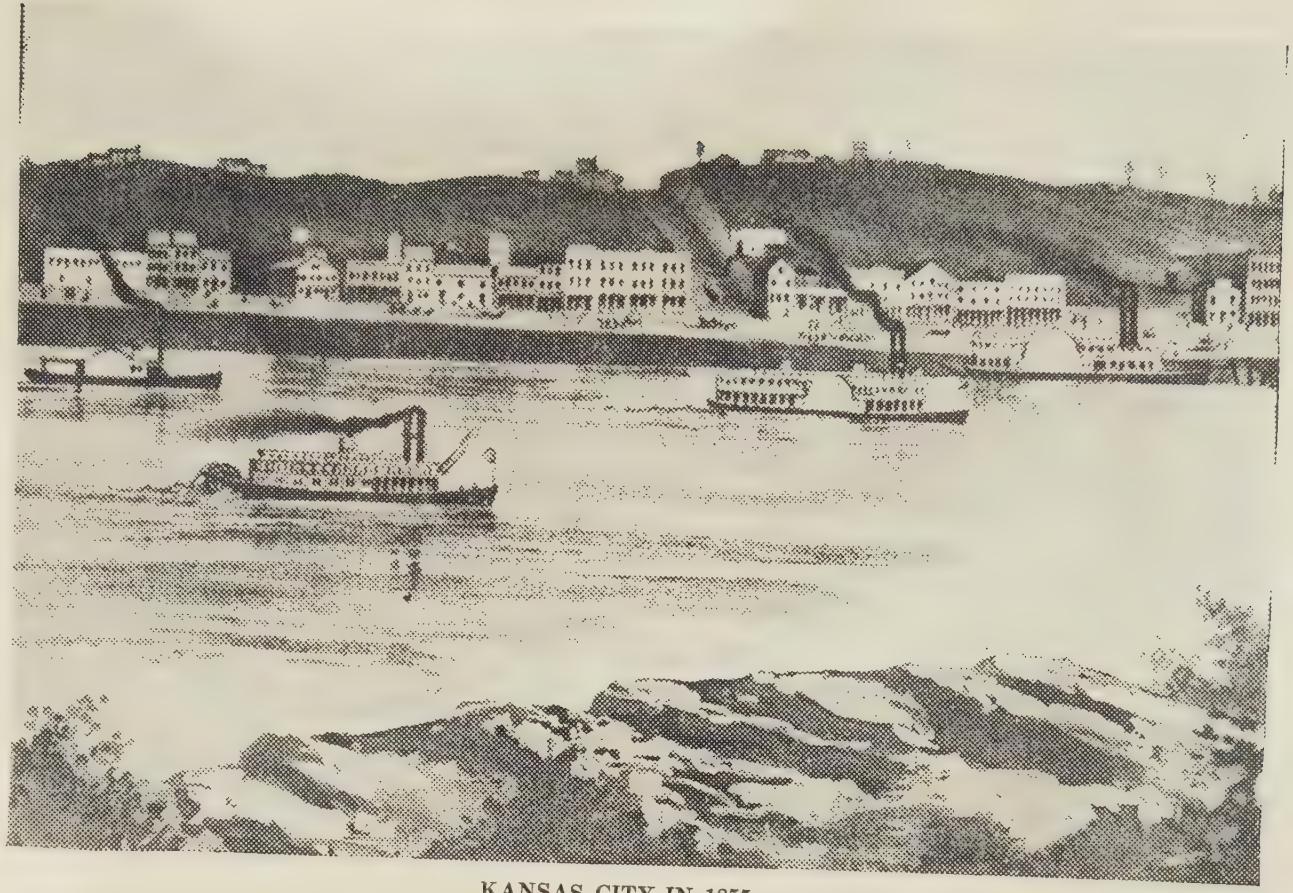
FIRE DEPARTMENT

The old volunteer fire department. The first fire company in Kansas City, was the old John Campbell company organized in 1867, and named in honor of John Campbell, councilman, who was a liberal contributor toward its establishment, and the purchaser of its apparatus. Its engine, which was the first "steamer" brought to the city, was delivered by the Silsby's of Seneca Falls, N. Y. in August, 1867. Colonel Frank Foster was chief; Honorable T. B. Bullene, foreman; S. K. Green, assistant foreman; W. O. Huckett, engineer, and George Huckett, fireman of the steamer. It was quartered in the east end of the old market house on the public square. The company, which had a membership of sixty or seventy, was in service until about 1869. About 1869 the McGee hook and ladder company (named in honor of ex-Mayor McGee) was organized and had quarters on 16th street and Grand avenue. The officers were Haight St. Clair, foreman, and John King, as assistant foreman.

The Washington hose company was organized about the same time and had about fifty members, with John Conlon as foreman. Soon after the German hook and ladder company with Chris Klingman as foreman, and following that the Phoenix hook and ladder company, with Michael Burnet as foreman, the last of the volunteer companies—and in 1872 the regularly organized fire department, in which Kansas City made a world record, will be taken up in the next volume.

EARLY PACKING INTERESTS

The early progress, or rise of this, the leading industry of Kansas City, will be touched but briefly in this chapter, as it will be treated in full under its own chapter in Volume III. Previous to the war about 1858, Mr. Dively and a few others had packed a few hogs, and in 1859 J. L. Mitchener opened a packing house on the east levee, but his business was interrupted by the war. In 1868 Mr. Bigger built a small storehouse on St. Louis avenue, West Kansas City, where he packed away his meat, the slaughtering being done by Pattison and Slavens. Edward Pattison was the first pioneer in the packing field, who, in 1867, established a packing house at Junction City where he formed a company and packed about one thousand cattle. Acquaintance with the territory surrounding Kansas City convinced him that the facilities here were superior to all other points and offered the best advantages for his business. Hence in 1868, in company with J. W. L. Slavens, he built the first packing house—the one afterward occupied by Jacob Dold & Sons, on West Ninth street. During the first year they



KANSAS CITY IN 1855.

slaughtered and packed about 4,209 cattle, the first beef packing in Kansas City. The same year Thomas J. Bigger, formerly of Belfast, Ireland, came here and began the packing of hogs for the Irish and English markets, the first enterprise of this kind started in the city after the war. In 1869 Mr. Slavens sold his interest in the packing house of Pattison & Slavens to Doctor F. B. Nofsinger, and formed the partnership known as Ferguson, Slavens and Co., by whom was built the packing house afterward owned and occupied by the Morrison Packing Company. The firm of Ferguson, Slavens & Co. was succeeded by Slavens & Osburn who sold the plant to new proprietors, Morrison Packing Company.

COMMERCE AND MANUFACTURES

We have already touched upon this part of the growth of the city after the war, but in further researches, we find the statement that Leavenworth had grown to a city of 18,000 population during the war while Kansas City had dwindled to 3,500 and have reviewed all the interests in their inception as they made their beginning prior to the year 1870, with the exception of churches and some other features which will be reserved for complete chapters on the various subjects in the next volume.

PRIVATE SCHOOLS

In this day of our great public school system, in order that the children of the present day may know something of how their parents or grandparents secured an education, some facts taken from old directories may preserve them as historical facts of 1860. There are but few schools mentioned and the first was for both sexes, namely:

Rectory School—N. E. corner Kane and Ross streets, in Ransom and Talley's addition, Kansas City, Mo. Opens second Monday in September for both sexes. Terms, per session of five months, $7, $9, $12, $15, according to studies pursued. Music $20.00 per session. J. I. Corbyn, principal; Miss M. P. Corbyn, Mrs A. Hubner, assistants.

Young Gentleman's Seminary—N. E. corner May and Cumberland avenue. First Monday in September, continue five months. Rate of tuition, per term: Primary department, $9.00; intermediate, $12.00; grammar school, $15.00; high school, $20.00. R. S. Symington, principal.

Kansas City Female Seminary—First session, 5 months, Sept. 3. Second session, 5 months, February 5. Terms: Primary English $10.00. Higher English and mathematics, $12.00. Classics and higher mathematics, $15.00. Lessons on piano and music, $20.00. Use of instrument, $5.00. Vocal training, $5.00. Incidentals, fuel sweeping, etc., 50 cents. Charles Fish, principal; Ebenezer Fish, assistant; Mrs. G. C. Bingham, piano and melodion; Miss Cora Bingham, French, German, drawing and embroidery.

In the 1860 directory there are many interesting historical facts shown in the advertisements, a few of which are here given under their several headings:

Stage Routes—Fort Scott Stage Company: James H. Roberts, agent. Office, corner Delaware and Levee. Distance to Fort Scott, 120 miles. Fare $11.

Kansas Stage Company—Same office. Distance to Junction City 150 miles. Fare $10.

Missouri Stage Company—Same. Destination Osborne on H. & St. Joe R. R. Distance 55 miles. Fare $4.00.

Same via Lexington to Booneville, 136 miles. Fare $6.00.

Moore & Atkins Stage Line—Through Westport, Independence, Pleasant Hill, Georgetown, Harrisonville and Syracuse connecting with the Pacific railroad. Distance 125 miles. Fare, $9.00.

Sac and Fox Agency—Through Olathe, Minneola, etc., to Sac Agency. Distance, 75 miles. Fare, $5.00.

Santa Fe Mail—Hall & Porter's Line, running once a week from Independence via Kansas City to Santa Fe, New Mexico. Distance 740 miles. Time, 15 days. Leaves Kansas City every Saturday morning at 7 o'clock. Government compensation $50,000. Value of stock employed in the service $50,000.

In closing this chapter there will be given a brief outline of the municipal history prior to the Civil war and up to 1870, as in the second volume the leading feature will give in full the municipal history of the three Kansas Cities, which cover the territory of Greater Kansas City. While Kansas City had grown as the Town of Kansas, being operated with a constable and justice of the peace, and all seemed content under such restrictions, there arose difficulty in the year 1852 which required more adequate laws to deal with irregularities, and it is probable had not this question arisen, the citizens would have been content for some years to come, without procuring a city charter from the legislature.

In December, 1852, a man was arrested for some slight offense. Upon his trial the fact was developed that the commission issued to the authorities was for the next congressional township east, and that under it their jurisdiction was located six miles from where they had been exercising their authority.

Of course, this discovery jeopardized all questions that had been passed upon prior to that time and unless corrected would be considered a farce in the future, and therefore immediate steps were taken to effect a municipal organization, and an application was at once made for a city charter.

In February, 1853, the 22nd, a charter was granted by the legislature of Missouri, under which a municipal government was organized the following spring with William S. Gregory elected as mayor, P. M. Chouteau as treasurer, G. W. Wolf as assessor, S. W. Bouton as

register, M. B. Hedges as marshal; Judge Nelson, as attorney, and William G. Barkley, Thompson, McDaniel, Milton J. Payne, William J. Jarboe, T. H. West, Dr. Johnston Lykins, and T. S. Wright as councilmen. This election was held March 28, 1853, the date the charter became effective.

The land embraced in Kansas City under the original charter was bounded by the river on the north, by Summit street on the west, by Ninth street on the south, and by the alley between Charlotte and Holmes streets on the east, hence included much land that had not yet been laid out in town lots, for all that was platted at that time was the old Prudhomme estate. This boundary served only for four years, and an amendment to the charter was procured January 29, 1857, which extended the city limits west to the state line, and south to Twelfth street, and made the half section line which runs along the alley between McGee and Oak streets the eastern boundary, and this change on the eastern boundary cutting out three and one-half blocks that had been included in the first boundary, but this did not satisfy the expansionists for the next year they again expanded, February, 12, 1858, the legislature again enlarged the boundary, extending the corporate limits southward along the state line to Twenty-Second street, eastward along that street to Troost avenue; northward along Troost avenue to Twelfth street; eastward with Twelfth street to Lydia avenue, thence north along Lydia avenue to Independence avenue; thence to the quarter section line, a little west of Lydia avenue and thence along said line to the river.

This act of the legislature divided the municipal legislature into two branches, a board of aldermen and a city council, and authorized a division of the city into three wards. March 5th, 1858, an ordinance was passed making all that part of the city east of Grand avenue the first ward; that part between Grand avenue and Delaware street to Junction and Main street south of the junction of Delaware and Main streets, the second ward; and all that part west of Delaware street south of the junction of Delaware and Main streets, the third ward. In December following, the provision creating a board of aldermen was repealed.

By an act of the legislature March 12, 1859, the city limits were again extended, the state line south to Twenty-Second street becoming the west line; Troost avenue north to Twelfth street, thence east to Lydia avenue, thence north to Independence avenue and thence by the quarter section line to the river, the east line; Twenty-Second street from the state line east to Troost avenue, the south line, and the river constituted the northern boundary. There does not appear any change in the boundary lines by this act, but instead of three wards the act divides it into four wards. The first ward embraced that part of the city east of Main street between the river and Tenth street. The second ward embraced that part east of Main street, and south of

Tenth street. The third ward embraced that part south of Tenth street and west of Main street. The fourth ward embraced that part north of Tenth street and west of Main street. Thus we have a city of four wards equally divided, east and west from Main street, and north and south by Tenth street, in 1870.

MAYORS AND CITY OFFICIALS TO 1870

1853. Mayor, W. S. Gregory and Johnston Lykins. Upon meeting of the council so soon as W. S. Gregory was elected, it was discovered he was ineligible to the office, on account of his residence being outside the city limits, and on February 7, 1854, he resigned and Dr. Lykins acted in his plaace for the remainder of this term, and was duly elected in 1854. Treasurer, P. M. Chouteau; assessor, G. W. Wolf; register, S. W. Bouton; marshal, M. B. Hedges; attorney, Nelson;. Councilmen, William G. Barkley, Thompson, McDaniels, Milton J. Payne, William J. Jarboe, T. H. West, T. S. Wright, and Johnston Lykins.

1854. Mayor, Johnston Lykins; treasurer, H. M. Northup; assessor, Hallon Rice; register, William G. Barkley; marshal, J. P. Howe; city attorneys, John Curtis and Asa Bartlett; councilmen, Benoist Troost, J. C. McNees, Daniel Edgerton, Caleb Kerr, M. J. Payne, T. H. West.

1855. Mayors, John Johnston and M. J. Payne; treasurer, E. R. Threlkeld; assessor, J. W. Summers; registers, M. J. Payne, S. W. Bouton; city engineers, C. C. Spalding, Fred Breckenridge; marshal, J. P. Howe; city attorney, Asa Bartlett; councilmen, Caleb Kerr, A. T. Gillham; J. W. Ammons, John S. Campbell, John C. McNees and T. J. Wilson.

1856. Mayor, M. J. Payne; treasurer, E. R. Threlkeld; assessor, J. P. Howe; register, S. W. Bouton; city engineer, Robert J. Lawrence; marshal, J. P. Howe; city attorney, S. W. Bouton; councilmen, T. J. Wilson, John Johnson, Caleb Kerr, John S. Campbell, A. T. Gilham, M. B. Hedges, William J. Jarboe.

1857. M. J. Payne, mayor; E. R. Threlkeld, treasurer; F. M. Barnes, collector; S. W. Bouton, assessor; John S. Hough and S. W. Bouton, registers; C. P. Wiggins and E. O. Flaherty, city engineers; J. P. Howe, marshal; William A. Strong, city attorney; councilmen, R. J. Lawrence, Wm. J. Jarboe, R. T. Van Horn, A. T. Gilham, Michael Smith, I. M. Ridge, D. J. Williams. On the 17th of August this council resigned and the following were elected: Wm. J. Jarboe, John Johnston, James A. Frame, T. B. Lester, I. M. Ridge, John A. Boarman.

1858. M. J. Payne, mayor; E. R. Threlkeld, treasurer; D. L. Shouse, collector; Lott Coffman and Jas. A. Gregory, assessors; J. W. Robinson and L. B. Scott, registers; J. Q. Anderson, engineer; S. M. Gilham, wharf master; F. M. Barnes, marshal; J. W. Robinson, city

attorney; councilmen, T. B. Lester, John W. Ammons, John S. Hough, Michael Smith, Charles Long, George W. See.

1858. M. J, Payne, mayor; E. R. Threlkeld, treasurer; D. L. Shouse, collector; S. W. Bouton, assessor; Daniel Geary, register; J. Q. Anderson, city engineer; S. M. Gilham, wharf master; W. A. Pollard, wharf master; Jonathan Richardson, marshal; John W. Robinson, city attorney; John W. Summers, recorder; councilmen: J. B. Higgins, E. M. McGee, L. A. Schoen, E. B. Cravens, Theodore S. Case, N. C. Claiborne.

1860. G. M. B. Maughs, mayor; John A. Boarman, treasurer; S. D. Vaughan, collector; J. K. Shaw, assessor; Daniel Geary, register; C. L. DeHam, city engineer; J. E. Jewell, wharf master; city attorney, J. Richardson; Thomas Oliver, wharf master; Jonathan Richardson, city attorney; John W. Summers, recorder; councilmen, L. H. Coffman, W. V. Pulliam, W. W. Ford, A. L. Harris, John Campbell, D. A. N. Grover, W. J. Jarboe, D. M. Jarboe, Dennis O'Brien.

1861. R. T. Van Horn, mayor; John A. Boarman, treasurer; S. D. Vaughan, collector; E. O. O'Flaherty, assessor; Michael Smith, register; Ed O. Flaherty, city engineer; Thomas Oliver, wharf register; Geo. F. Irwin, city marshal; city attorneys, Geo. W. Toler, recorder; councilmen, D. A. N. Grover, A. L. Harris, Patrick Shannon, Charles Long, L. E. Snyder, M. J. Payne, B. M. Jewett, N. Vincent, J. Lykins.

1862. M. J. Payne, mayor; J. A. Bachman, treasurer; S. D. Vaughan; collector, E. O. O'Flaherty, assessor; M. Smith, register; Ed. O. O'Flaherty, city engineer; F. R. Lord, wharf master; John Joyce, wharf register; Wm. Holden, marshal; William Quarles, city attorney; George W. Toler, recorder; councilmen: Joshua Thorn, M. Dively, E. M. Sloan, J. R. Ham, John S. Kaney, Lewis Deardorf, Thomas Burke and P. Switzgabel.

1863. William Bonnefield, mayor; A. B. Cross, treasurer; C. F. Smith, collector; D. M. Jarboe, assessor; B. Donnelly, register; R. B. Whitney, engineer; F. McMillan, wharf master; Dennis O'Brien, marshal; Alphonso Hughes, wharf register; Williams Quarles, city attorney; A. Ellenberger, recorder; councilmen: C. W. Fairman, P. Switzgabel, W. C. Holmes, F. Timmerman, F. P. Flagler, Lewis Deardorf, Thomas Burke and Charles Dwyer.

1864. R. T. Van Horn, P. Shannon, mayors; S. D. Vaughan, treasurer; Robert Salisbury, collector; E. O'Flaherty, assessor; B. Donnelly, register; Wm. Miller and Ed O'Flaherty, engineers; T. R. Lord, wharf master; John Joyce, wharf register; Dennis O'Brien, marshal; Charles Carpenter, city attorney; A. Ellenberger, recorder; councilmen: C. A. Carpenter, James Mansfield, Charles Dwyer, T. S. Case, Thomas Burke, B. L. Riggins, Aaron Raub, P. C. Causey, P. Shannon and P. S. Brown.

1865. P. Shannon, mayor; S. D. Vaughan, treasurer; E. B. Cravens, collector; E. O'Flaherty, assessor; B. Donnelly, register;

William Miller and Ed O'Flaherty, engineers; Thomas Fox, wharf master; Samuel Quest, wharf register; Jeremiah Dowd, marshal; T. B. Rummel, city attorney; C. A. Carpenter, recorder; councilmen: P. S. Brown, J. Q. Watkins, H. L. Hughn, E. F. Rogers, John Taylor, Gerhart Zueker, Thomas Burke, William Kalb.

1866. A. L. Harris, mayor; S. D. Vaughan, treasurer; Charles Long, collector; B. Donnelly, assessor; D. O'Brien, register; Edmond O'Flaherty, city engineer; H. G. Toler, wharf master; Philip Ott, wharf register; Jeremiah Dowd, marshal; Charles Carpenter, city attorney; C. A. Carpenter, recorder; councilmen: Charles Dwyer, John Bauerlein, Robert Salisbury, F. A. Mitchell, N. Vincent, Henry Tobener, Thomas Burke, David Slater, John Balis.

1867. E. H. Allen, mayor; J. W. L. Slavens, treasurer; James Lee, assessor; Dennis O'Brien, auditor; Oscar Koehler, city engineer; E. B. McDill, wharf master; A. T. Hoover, wharf register; T. J. Brougham, city clerk; J. B. Brothers, marshal; William Warner, city attorney; P. Lucas, C. A. Carpenter, recorders; Edmond Keller, market master; councilmen: John Campbell, Herman Huck, H. W. Cooper, E. A. Philips, H. R. Hughns, E. H. Spalding, J. W. Keefer, Henry Speers.

1868. A. L. Harris, mayor; George Sweeny, treasurer; J. B. Drinkard, assessor; Dennis O'Brien, auditor; John Donnelly, city engineer; A. T. Hoover, wharf master; J. Draggon, wharf register; D. E. Dickinson, city physician; T. B. McLean, T. J. Brougham, Mell H. Hudson, city clerks; J. L. Keck, marshal; H. P. White, city attorney; C. A. Carpenter, recorder; Edward Keller, market master; councilmen; Wm. Smith, M. English, Julius Chaffee, J. W. Cook, H. Hucke, John Campbell, H. W. Cooper, E. A. Philips, A. H. Waterman.

1869. F. R. Long, mayor; George Sweeny, treasurer; C. F. Smith, assessor; Dennis O'Brien, auditor; John Donnelly, city engineer; A. T. Hoover, wharf master; Mell H. Hudson, city clerk; J. L. Keck, marshal; D. S. Twitchell, city attorney; W. H. Sutton, recorder; D. E. Dickinson, city physician; councilmen: Junius Chaffee, C. J. White, J. W. Cook, M. English, J. H. McGee, A. H. Waterman, T. J. Wolf, R. W. Hilliker.

A brief review of these will be given in Volume II, when the complete municipal history of the city will be given from its founding to date, covering the first seventy-five years.

In presenting the photographs in this chapter of the first three mayors of Kansas City, we take particular interest in the claim we have made elsewhere, that the people of our pioneer citizenry were ever anxious to do everything for the rapid upbuilding of their town, and therefore were exceedingly careful to select and place at the head of their town government men of sterling worth and integrity of purpose, so that all could follow them in their single purpose of overcoming their competitive rivals on the western border.

RIVER VIEW THROUGH CUT AT THIRD AND WYANDOTTE.

JOHN CAMPBELL'S FINE RESIDENCE, THIRD AND TROOST. Facing River. Early Fur Trader. Show place at the town, 1861. All from England. From a painting by G. Van Millet.

There was no salary or any other compensation to be derived from the mayor's office at this time, hence it was simply a matter of civic pride that would actuate any man in any progressive pursuit to accept such a position.

In the municipal write-ups of our mayors and their associates—principal officers unto whom the people of Kansas City have entrusted the making and execution of her laws for the past seventy-five years, we shall aim to treat the individuals in a congressional way, that is, in a concise and in space brief as possible, giving the essential facts and principal achievements, which were transacted during their administrations, or afterward was accounted a substantial factor in the progress of the city, in a measure eliminating all that part of the write-up of any particular office as would have a tendency to make the volume appear to some as a "herd book," wherein all their ancestral pedigrees are given, leading back to the Mayflower, or to the settlement of Jamestown, being ever cognizant of the truth expressed by the philosopher poet,

"Honor and shame from no conditions rise;
Act well your part, there all the honor lies."

We have learned how the town for some years existed under the guidance of a justice of the peace, and a constable, with its necessarily unsatisfactory evils, and finally the application of some of its more progressive citizens, upon the authorities at Jefferson City for a charter as an incorporated town and how upon the 22nd day of February, 1853, the secretary of state, Mr. John M. Richardson, complying with the request, forwarded to the committee a copy of the charter, which had been granted to the Town of St. Joseph just two years before, with instructions attached thereto; that they should put out legal notices in six public places, of their intention to vote upon the reception or rejection of said charter, the same as granted to St. Joseph, with the authority to insert in each article or paragraph where the name St. Joseph occurred, they should use the name of Town of Kansas.

All the preliminaries having been completed, Mr. Wm. Bales, then a young man in his teens, posted the necessary notices on the 17th of March, 1853, calling for an election to adopt or reject on the 28th day of March, 1853. The charter was adopted by the votes cast, and by the terms therein upon that day, the 28th day of March, 1853, the town began to function as an incorporated body, and preparations were immediately commenced to hold the first spring election, and after due and proper legal notices the first election for mayor, six councilmen and a marshal was held with the following result: Total number of votes cast was 67, of which Wm. S. Gregory received 36, Doctor Benoist Troost 27, scattering 2. The following was the vote for councilmen: Johnston Lykins, 55 votes; T. J. West, 59 votes; M. J. Payne, 57 votes; Wm. G. Barkley, 39 votes; Thompson

McDaniel, 62 votes; Wm. Jarboe, 338; Alfred, 26; McNeil, 26, and scattering 4. The vote for marshal stood Hedges 39, Wolf 28. This election was held on the 18th day of April, 1853, and at the call of Wm. S. Gregory, the first mayor, the first council meeting was held April 25th, 1853, with the following members present: Wm. S. Gregory, mayor, councilmen Johnston Lykins, Milton J. Payne, T. H. West, Wm. J. Jarboe and Marshal M. B. Hedges. M. J. Payne was designated as clerk or register pro tem. The first business was the designating of the second Monday in April, July, October and January as their regular quarterly meeting days. The mayor proceeded to appoint the following to fill the active offices of the town: John W. Ammons, register; George W. Wolf, assessor; Pierre M. Chouteau, treasurer. The councilmen elected Johnston Lykins as president pro tem of the board; adjourned to 27th and again to 28th on account of no quorum. Their first business was to settle with the town constable, Samuel Geer, paid over to the treasurer $7.22, the first money received by the newly appointed treasurer. Next council meeting, May 3rd, John W. Ammons resigned as town register and S. W. Bouton was appointed to said office.

The next morning at 7:30 o'clock an early council meeting was called for the purpose of appointing a committee to meet Senator Thomas H. Benton and party. On motion of Dr. Johnston Lykins, Mayor Grogory appointed Johnston Lykins, M. J. Payne and Wm. G. Barkley a committee to meet Senator Benton on the boat, escort him to the Union Hotel (the Old Gillis House), provide him with suitable quarters, and a speaking place both in the Town of Kansas and Westport. The committee met the Colonel on the boat at Randolph Bluff, it is said at this time Senator Benton made the prophecy in regard to a future great city at the mouth of the Kaw. This date was May 4, 1853, instead of 1854, as given in Mrs. Whitney's history. This was the last time Senator Benton was ever in Kansas City, as this was the last campaign of John C. Fremont, as he left September 30, 1853, for his fifth trip to the Pacific coast.

This visit of Colonel Benton was the most outstanding event occurring during the administration of W. S. Gregory, mayor, and in searching the records for any further notice in regard to Senator Benton, on February 7, 1854, a warrant was ordered drawn on the treasurer, to Mr. Baine for the entertainment of Senator Benton.

The next line upon the records gives the resignation of Mayor Gregory, which was accepted by the council, and Johnston Lykins was requested to act as mayor.

This meeting discloses two things, that the town treasury was at low ebb for nine months, while this bill had been standing, and that this resignation of the mayor, so soon after the payment of the bill, indicates the mayor felt personally the obligation to the hotel for the bill. There is no reason given for the mayor's resignation, but from

the write-up of his life, that he owned a farm some two miles east of town, and his first wife had passed away some time before his election as mayor, and his second wife, a sister of his first wife, may have caused him again, for a while, to become more attached to his farm life.

Mayor W. S. Gregory was born August 4, 1825, in Shelby county, Kentucky, coming to Jackson county August 25, 1844, buying a farm two miles east, remaining there seven years, when he embarked in the mercantile business in connection with a brother in St. Louis, James A. Gregory. Married in 1846, and again in 1851. He was in St. Louis and Chicago, but in 1867, September 1st, established the wholesale firm of Gregory & Company, at 51 and 53 Third street, one of the substantial early wholesale grocery houses of the city.

JOHNSTON LYKINS

Doctor Lykins was duly elected the second mayor of the Town of Kansas, on April 4, 1854, receiving 37 votes, while his opponent, John Sherwood, received only 16 votes, thus making only 53 votes cast for mayor, a very marked decrease in the voting strength of the town, or a great indifference.

While Doctor Benoist Troost was not again a candidate for mayor, he was elected president of the council. The town had begun to function, but there was no special activity in the council proceedings until late in the summer, calling forth the qualities which actuated the new mayor in looking carefully after the interest of the Town. One special instance shows the integrity and strictness of Doctor Lykins in the administration of the contracts of the town, that is: a certain contractor by the name of Johnson, had been awarded a contract to grade a certain street, but for some reason abandoned the work. Doctor Lykins took up the contract, giving bond, and completed the same. Another instance showing his humanitarianism, was when he vetoed the first ordinance ever vetoed by a mayor of Kansas City. This was in reference to widening of Wyandotte street, where the great bluffs, when leveled would probably confiscate some of the adjoining property. He presented his veto in writing and on motion of M. J. Payne, the council unanimously sustained the mayor. There had not been any licensed dramshops doing business in the town up to this time, but illegally there had sprung up quite a few on the outskirts.

These people were constantly watching for an opening to secure licenses to enter the town, and finally during the summer of 1854 they had advanced their arguments on necessary revenue to convince the council they should be given the license to run dramshops in the town notwithstanding the state law was opposed to it. Finally the council passed the ordinance, but on November 15, 1854, the mayor read to the council his veto message, a document worthy of the reader's perusal. It was the first veto message ever spread

upon the minutes of the city council, and is accessible there and at the Public Library. Too long for insertion here. Notwithstanding Doctor Lykins made an appeal to his councilmen, as a man with the higher and nobler principles of his town at heart, that council, allured by the sight of ready money to level her hills and fill up her hollows, voted to pass the ordinance after some minor modification over the mayor's veto, making it unanimous.

This veto message, no doubt prevented the town from electing as fine a man as ever occupied the mayor's chair from serving a second term.

Doctor Lykins, a native of Virginia, who had become a missionary to the Indians at a very early age, first being sent to the Indian Mission in 1822, under the Reverend Isaac McCoy, and in 1828 married Miss Delilah McCoy, the eldest daughter of Reverend Isaac McCoy, followed him to the Indian agency in Kansas in July, 1831, and was apoointed the first post master west of Independence at the Indian agency; but the office was moved to Westport and John C. McCoy was appoointed post master. Doctor Lykins was in the Indian missionary service for thirty years, becoming editor of the first newspaper in Kansas, printed in the Indian language. After the death of his wife, he moved to Kansas City, April, 1851, and practiced medicine. His home, a picture of which is given in this volume, was one of the most valuable of its day. He was the first president of the Mechanics Bank, and one of the founders of the first Baptist Church. Doctor Lykins was in his 53rd year when elected second mayor of the Town of Kansas. He was closely identified with every movement, especially the railroads, which actuated our early organizations and progressive men to push Kansas City to the front. Doctor Lykins' second wife was the widow of George C. Bingham, the noted artist, and in the early institutions which have made the greater institutions of today possible, the pages of our early histories have honored her as one of the greatest leaders. Doctor Lykins was in his 87th year when he rested from his labors in 1887.

JOHN JOHNSON

The third photograph on the right of the picture of our first three mayors is of John Johnson, the third elected mayor of the Town of Kansas, who, as his picture indicates, was an Englishman, of the highest qualifications, educated as an architect and casting his lot with us in the year 1852, having sojourned first in New York, afterward in Milwaukee, and then choosing the town at the mouth of the Kaw, as the best in which he could apply his skill as an architect and builder. He was fortunate in being a friend of Colonel Kersey Coates, and was employed by him as the architect and builder of the orginal Coates House, first called the Broadway Hotel. His qualifications as a man of the highest type must have been quite prominent

KANSAS CITY'S FIRST THREE MAYORS
Top—William S. Gregory, first mayor, 1853. Lower left—Johnston Lykins, second mayor, 1854. Lower right—Thomas Johnson, third mayor, 1855.

to have been elected to the mayoralty, as our third mayor, yet, it was quite unfortunate that Mr. Johnson should have been elected to the mayoralty at this particular time in the April election of 1855, just as the greatest agitation was reaching its bitterest height in the border warfare.

The Town of Kansas was on the skirmish line, therefore many episodes were occurring daily, equivalent to the later cowboy days of western Kansas, when the streets here were lined with rough and ready frontiersmen, ready and willing at the least provocation, real or imaginary, to whip out a six-shooter, causing dodging for cover at any moment of the day. Mr. Johnson was a quiet, reserved man, with a wife of very nervous temperament, and while individually he was a man of strong courage, the emoluments of the office were not sufficient to justify his leading a life of such unpleasantness, and uncertainty, so after the earnest solicitation of his wife, after one of the exciting episodes of the time, he resigned early in May, after holding office only 35 days. He later retired to a farm on the Leavenworth road near the little town of Wallula, where he lived a quiet, retired life, passing away in his 87th year.

GENERAL ORDER NO. 11.

Masterpiece of George C. Bingham, the most noted Artist of Kansas City in War Days. This picture is said to have defeated General Ewing, its author, for Governor of Ohio in after years.

CHAPTER XXIII.

STERLING PRICE'S LAST INVASION OF MISSOURI

Why this Chapter? Writers on this battle. Difficulty of compilation. Aim to give its unembelished facts. Colonel John N. Edwards. W. L. Webb. Reverend Paul B. Jenkins, all contributors to its glories. Confederate armies. General Sterling Price. Reason for the invasion. Secret organizations. 30,000 men promised. Generals under Price. General Rosecrans. Army of 10,000. Three divisions. Fagan, Marmaduke and Shelby. Passes by Jefferson City, Glasgow, Boonville, Waverly, Lexington, Little Blue, Independence. Battle of the Big Blue. Battle of Westport. Marmaduke at Byram's Ford. Judge John F. Philips. Colonel T. T. Crittenden. Shelby before Westport. Curtis at Harris House. Marmaduke's stand against great odds. His withdrawal before Pleasanton. 20,000 Federals and 9,000 Confederates in battle. Line five miles long. Shelby's desperate fight. Jackman's bravery. Shelby's report. Pleasanton's report. Judge W. R. Bernard's report. Poem. Battle of Westport.

In entering upon the attempt to present the historical facts, that one of the epochal events of the Great Civil War, occurred within the boundaries of our present Greater Kansas City, we do it with a full cognizance of those critics who tell us to, let "by gones be by gones" and the "dead past buried its dead." Assuring the reader that it is not the province of this history to open the wounds afresh that were made over sixty-two years ago, nor to attmpt to give a complete detailed account of the Battle of Westport in this volume, yet this chapter should be devoted to giving a synoptical account of this engagement, an event undoubtedly the most historical of any that has ever occured within its confines since the founding of the city.

It seems fitting at this day to compile and record the salient truths effecting our past history, wherein after sixty-two years they may be presented, so that descendants of the combatants on either side may feel the chief outline of the most important facts have been chronicled as all true history should be, without any thought of undeserved censure or unmerited praise for any one who participated in that action.

We are approaching the dedication of the Liberty Memorial, erected by a patriotic citizenry, not to the "God of War," but to the "Prince of Peace," with its great central shaft pointing skyward, emblematic, as from its pinnacle, it will ever emblazon as a "Pillar of Fire by night, and a Pillar of Cloud by day" the triumphs of a united and peaceful people, guarded on either side of the entrance by the veiled sphinxes, a reminder that those veils may never be removed, that they may not gaze upon such scenes again, while the sun shines upon our great republic. Writers, such as Colonel John N. Edwards, when every movement was fresh in the memories of men who were participants in that conflict, as well as W. L. Webb and the Reverend Paul B. Jenkins, who later, after spending many years searching the

records, wrote valuable and detailed narrations of these several engagements more than sixty years ago, when many of those who wore the blue and the gray were still upon the scene of action, and could affirm or deny that which they wrote as authenic history, but now after sixty-two years, the few old veterans still living, shake their heads, preferring to let the dead past bury its dead. However, within the last few years, under the auspices of the Missouri Valley Historical Society and the direct leadership of their curator, Henry Huston Crittenden, much new interest has been aroused, much literature, in circulars, pamphlets, endorsements of various societies, wherein Congress has been memorialized, and made acquainted with what had hitherto been treated with but slight consideration, in fact, in our researches recently, we found a history of Missouri, written by a man today quite prominent in the affairs of the state, in which he says of Price's invasion: "Price turned south from Independence," and the battle of Westport is not mentioned.

While these memorials are often written in eloquent language, with the highest phrases of praise, in order to impress those to whom they may be addressed, it is the province of all true history to eliminate the glamour and inaccuracies that may creep unawares into these high sounding descriptions and if possible draw the story down to such a concise and systematic form, it may be deemed suitable for a government report, and if this story may thus be told, our duty will have been performed in perpetuating a true historical narrative for our posterity.

There is a true and sufficient reason why so little space has been given heretofore to the description of this the most important engagement of the Civil War, west of the Mississippi river, in the histories of Missouri and Kansas City, in the past, and why the claims as now put forth that the battle of Westport should be considered as the Gettysburg of the West, and these reasons are stated in detail in these memorials to congress, and the crux of the reasoning was given recently, on the 23rd of October, 1926, in a speech delivered by Congressman E. C. Ellis, before the veterans of the Blue and Gray, who had assembled under the call of the Missouri Valley Historical Society in commemoration of the 62nd anniversary of that hard fought and decisive conflict.

Mr. Ellis when asked by the members of the House "why the people of Kansas City had let this question lie dormant for nearly sixty years, before making this appeal to Congress to establish a national park on such a notable battlefield?" Mr. Ellis gave to them the only proper and true answer to such a question, and that is: "Twenty or more years ago it would have been impossible to have united the people of Kansas City and adjacent territory in such a petition as has been prepared and signed by the participants in that battle, of those who wore the blue and those who wore the gray."

While the East had forgotten the animosities and keen bitterness while the war lasted, many of the great men on either side having been received with open and friendly arms in New York and other cities, thinking only of the rehabilitation of a united country, it was far different on the border and in and around Kansas City. As the war began on the border between Missouri and Kansas seven years before the first gun at Fort Sumpter, so its bitterness and hate lasted many years after peace was declared, and such a thing as the meeting of the veterans of the blue and gray, in any common cause has only been possible within the last ten years, for, as in Biblical times, the Samaritans had no dealings with the Jews, so it was in Jackson county and the border counties of Kansas for many years after the close of the war.

The Historical Society's action through the efforts of Mr. Crittenden, assisted by Senator James A. Reed and Congressman Henry L. Jost, being the outgrowth of the 59th anniversary of the battle in which there was a large attendance for the first time of members of the societies of those who wore the blue and equally representives of of those who wore the gray, resulted in creating a national interest in seeking to set aside a small portion of the ground over which this conflict raged within the present confines of Greater Kansas City, as a suitable memorial park, with a monument dedicated to the Prince of Peace that war may be no more.

BATTLE OF WESTPORT

The sixty-second anniversary of this battle was celebrated on the twenty-third day of October, 1926, at the Jack o'Lantern Hall, Kansas City, Missouri, by a reunion of the survivors of that struggle so little understood, as one of the pivotal battles of the great Civil War, which raged for four long years between the North and South, settling questions that were principally sectional; whether right or wrong, the principals involved have ever been debatable, and will be to the end of time. However, those questions are traceable all along through our history, first arising and becoming nationally prominent in the Louisiana Purchase, and continuing down to this day, showing the jealousies of sectional animosities, as the selfish greed dominates the passions and actions of men, that selfishness that spurs men on to look out for No. 1, regardless of the true brotherhood of man, which should actuate their higher and nobler principles of life. In that generation it took the sectional form of the North against the South, culminating in the fearful, destructive, and bloody carnage of the Civil War, settling or giving a quietus to the question that began to show itself in the great debates over the Louisiana Purchase, and today again bobbing up in class legislation, which arrays one section of our country against another, as at the present time is evidenced in spending millions to gain advantage in the struggle now going on

which tends to array the Eastern people against the West and South.

The old world waged war for centuries, England against France, ever struggling for greed, the basis of most of the world's wars, the acquisition of territory, or some undue advantage in the commerce of nations, that the world should look up to them, and bow to them as conquering heroes. Those bloody encounters, while ghastly and appalling in their consequences, in which might makes right, leaves no greater strain upon the generation following than the suffering and misery inevitably sustained from the thievery and robbery of a submissive people, through unjust class legislation.

The great Civil War, which was the culmination of the antagonisms which had been fought bitterly from the debate platforms throughout the country, and in the halls of congress from its incipiency, when the first commercialized resolution was offered by the Eastern and New England representatives against the acquisition of the unchartered territory west of the Mississippi river, and again with more intense bitterness in the admission of Missouri as a state in 1821, and ever increasing its intensity until the first manifestation of the shedding of blood is shown in the border warfare, in 1854 upon the establishment of Kansas as a free state, ending in the closing days of that war, upon which volume after volume has been written, and yet in many, even some in Missouri history, the greatest of all events during this epochal period has been entirely forgotten. Even our own historians of Kansas City have given it very insignificant mention. Within the past few years there has been an annual reunion of the blue and the gray on the 23rd of October, commemorating that day, and as we have mentioned, through the untiring efforts of Mr. H. H. Crittenden, a son of our ex-governor, Thomas T. Crittenden, who was a lieutenant-colonel under Judge John F. Philips, and was slightly wounded in the battle of Byram's Ford, there is now pending before Congress a bill asking the government to purchase 110 acres of land in the Country Club district, embracing the old Wornall home, and land along Wornall road where the hottest of the conflicts was waged.

Congressman E. C. Ellis who succeeded Mr. Jost, in making an address to the surviving veterans on their last anniversary, paid a deserved tribute to Major General Sterling Price, when he said, it was commonly called Price's raid, but as he had studied it, "it should more properly be referred to as Price's invasion, equal in many respects to some of the great achievements of history; where he pushed on with an army of 10,000 men seven hundred miles into the very heart of an enemy's country, retiring with thousands of recruits and much spoils."

Mr. Ellis in speaking of the people of the border, referring to their long fight, and the bitterness and hate of the opposing forces were so great that twenty years ago it would have been impossible for the blue and gray to have met in one body and jointly to work for the establishment of such a park, not in commemoration of the bloody con-

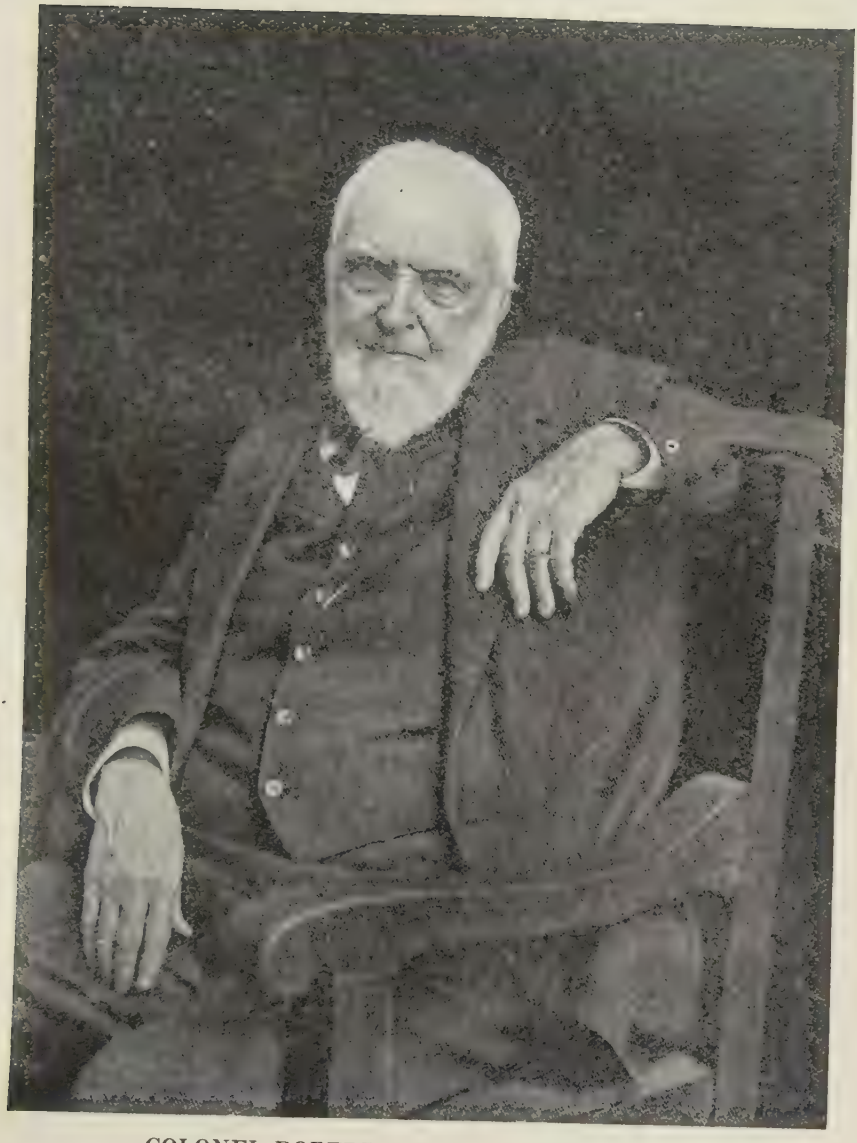
flict, but symbolic of their united efforts as a memorial of peace. The bill has been passed by the Senate under the leadership of our own Senator James A. Reed, and with perfect co-operation, we have little doubt but that it will pass the House at the next session of Congress. This bill was defeated by the House.

In this chapter it is aimed to give a brief historical sketch of that battle, the intentions of General Price, which led to the invasion, and the actions of the principals engaged in it, so far as it is possible to condense the truth from written narratives in existence at the present time, there being but few who participated in the actual conflict now living.

THE CONFEDERATE ARMIES

In the early spring of 1864, the great armies which were preparing to renew their campaigns for the summer were composed of three major armies of the Confederates, the first under the command of General Robert E. Lee, known as the Army of Northern Virginia, which at that time was in winter quarters on the southern bank of the Rapidan river, confronting the Army of the Potomac.

The second division, known as the Army of the Tennessee, under the command of General Joseph E. Johnston, was resting at Dalton, Georgia, opposing Sherman's army at Chattanooga, and there were some smaller bodies under General Forest and others. The third division, known as the Army of the Trans-Mississippi Department, under the command of General E. Kirby Smith, composed mostly of Missouri, Arkansas and Texas troops, was wintering in Arkansas, the headquarters of General Smith being at Camden. This army under General Smith was not at the time confronting any of the Union forces, and the spring campaigns were discussed with the assembled commanders, among them being Major General Sterling Price, Brigadier General Joseph O. Shelby, Major General John S. Marmaduke, Major General James F. Fagan and Brigadier General W. L. Cabell, all familiar names to those in the war history of the South and West. These generals had been summoned from their headquarters in the various small towns of Arkansas to meet the Commanding General, E. Kirby Smith, of the Trans-Mississippi Department. The future movement of these troops was discussed generally, with different opinions being advanced, some thinking it better to march to the assistance of General Lee against the Army of the Potomac, and some thinking it wiser to join General Johnston in opposing Sherman's threatened march through Georgia, and possibly President Jefferson Davis had one or the other of these thoughts in his mind, but there had arisen in Missouri and possibly other states east of the Mississippi, the formation of secret organizations of Confederate sympathizers known in Missouri as the order of the "American Knights of the State of Missouri" and in Illinois as the "Knights of the Golden Circle."



COLONEL ROBERT THOMPSON VAN HORN.
Possibly the Most Active Kansas Citian During the War Period. He was Twice Mayor and Served Four Times in Congress. Many Years Editor of K. C. Journal.

Generals Smith and Price had been in communication with the heads of these orders, and they had promised 30,000 men as new recruits, provided they would make an invasion into Missouri where these men could join the army. After discussing the different difficulties which would confront them in crossing the Mississippi river in attempting to join Johnston or Lee, it was deemed wiser to make the invasion of Missouri, that these recruits should be gained, and at the same time the movement would compel the Federal Government to divert a large portion of their forces in the East and South, thus weakening the armies of Grant, Sherman and Thomas, and affecting their cause in both East and West. These were the main reasons, which actuated E. Kirby Smith to give the order to make preparations to make another invasion into Missouri.

This was likened to Sherman's march to the sea, but it was a far more stupendous undertaking, when the dangers confronting the two armies are taken into the comparison. Sherman was in command of a victorious army, marching through a defenseless country, while Price was to lead a small army into the enemy's country, where they had every facility for quick mobilization of an army three times larger. Price, Shelby, Marmaduke, Fagan and Cabell, generals, and Thomas C. Reynolds, were all anxious and ready to go, and finally General Smith placed General Sterling Price in command and gave his last order to "go forward."

General Rosecrans was in command of the department of Missouri at St. Louis, and being ever alert, had learned of these secret organizations, and tracing the rumors down, had found one of their chief organizers with headquarters in St. Louis, and about the time he heard of Price's movements, he arrested the leaders and placed them in jail. While Rosecrans was one of the best generals under the government during the war, the writer learned of his true humanitarianism through his son in Los Angeles, California. Placing the leaders in jail necessarily demoralized their followers, and Price never gained his 30,000 new men in his invasion.

The army under Price was formed in three divisions, the first under Fagan, the second under Marmaduke, and the third under Shelby.

Fagan's Division consisted of four brigades, and one unattached body, twenty regiments of cavalry, one battery of artillery, and one additional section of a battery.

Marmaduke's Division consisted of two brigades, ten regiments of cavalry and two battalions. Shelby's Division, three brigades and one battery, the entire army numbering 10,000 men.

Price's army thus organized, started from Arkansas, crossing into Missouri, entering Ripley county in the southeastern part of the state, on September 19, 1864.

Rosecrans, the federal commander of the Department of Missouri,

with headquarters at St. Louis, first heard of Price's army in Butler and Stoddard counties, and began at once to forward all available forces toward Jefferson City.

After capturing Pilot Knob, Fredericksburg and Potosi, the three divisions marched toward Jefferson City, which Price first proposed to take and inaugurate Thomas C. Reynolds, as governor of the state, as he had been elected lieutenant governor with C. F. Jackson, and after Jackson's death succeeded him as governor of the state. He was then on the staff of General Shelby.

The Federals, General Sanborn from Springfield, McNeil from Rolla, Brown from Warrensburg, and Fisk from St. Louis, each with their commands, hurried to defend the capital of the state. Rosecrans had also sent his orders to Curtis at Fort Leavenworth to mobilize all the Kansas militia, and be ready to meet Price at the border. The Confederates crossed the Osage river not far from Jefferson City, and on October 8th Governor Reynolds was in sight of the capital and naturally was anxious about his inauguration. On that morning General Price turned from Jefferson City, and took up his march westward across the state, driving the Federals before him, gathering recruits along the way, destroying telegraph lines, tearing up railroads, and burning bridges behind him, capturing towns and garrisons, increasing his train from 300 to 500 wagons, and while thus engaged in his triumphal march, was accomplishing in a measure the object of his invasion, as he drew from the eastern part of the state all troops, and many from east of the Mississippi.

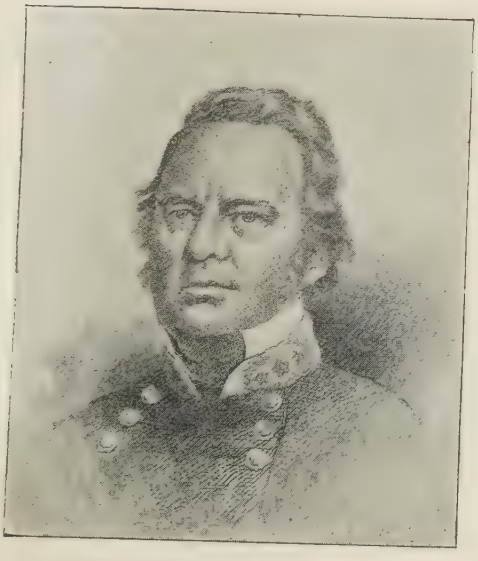
Fisk had wired Curtis at Leavenworth on the 9th and 7th that fighting had occurred around Jefferson City, and then the wire ceased to work, and the next time Curtis heard of Price was on the 20th, when he drove Blunt and Lane before him at Lexington, and Pleasanton, who had recently been transferred from the East, being succeeded there by General Phil Sheridan, arrived at Jefferson City about the day Price left, and remained there until the 20th. General Pleasanton, now in command, ordered Sanborn to pursue Price, placing under him the First brigade of the Federals composed of the First, Fourth and Seventh Missouri State Militia, and a battalion of the First Iowa cavalry, commanded by Colonel John F. Philips, afterward United States judge at Kansas City.

The Second brigade was composed of the Third, Fifth and Ninth Missouri State Militia and the Seventh Illinois Cavalry, commanded by McNeil, Brown, Catherwood and Winslow and others with their troops, accompanied by General Pleasanton reinforced Sanborn at Waverly on the 20th, and at the same time General A. J. Smith's infantry and artillery from St. Louis arrived at Sedalia.

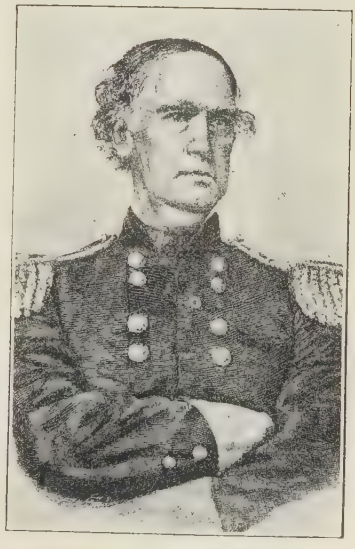
General Price moved leisurely along from Jefferson City to Lexington, while Clark and Shelby captured Glasgow on the 15th, General Jeff Thompson and Shanks' regiment had occupied Sedalia, the then

COLONEL THEODORE S. CASE.

GENERAL THOMAS EWING.



GENERAL STERLING PRICE.



GENERAL S. R. CURTIS.

terminus of the Missouri Pacific railroad. At California, Marmaduke turned and drove back the Federals on his rear, and at Tipton Fagan made a backward charge on Pleasanton, while Shelby and Jackman made flank movements. Price realized here he must recall all his men from the north side of the river, and commanded all to rejoin the main army. He realized there was a large, aggressive army behind him, superior to his own, but had no way of knowing what was in front of him, so he concentrated his forces and recruits, after Clark captured Glasgow on the 15th and Shelby forced the surrender of Boonville. All had captured and paroled many prisoners. While Price was passing through these river counties his army was augmented by many raw recruits, but many of his old veterans had embraced the opportunity to make a visit to their old homes, for many of them had gone from these counties in his first invasion and subsequently.

Shelby encountered Blunt at Lexington, and after a fierce skirmish Blunt retreated, and Price occupied his old camp at Lexington for a few hours.

The Federal soldiers in front of Price were from Kansas, and were denominated by men in Price's army, as "Jayhawkers" or "Red Legs," and the Federals called the men in Price's army "Bushwhackers" or "Guerillas." These bitter animosities between the Kansans and Missourians had remained, even from the days of border warfare in 1854, increasing, if possible, since the beginning of the war in 1861.

Curtis was thoroughly alarmed, and immediately established "martial law" in Kansas, calling out the "state militia" to check the unscrupulous marauders and "murderers." Blunt hurriedly retreated to Independence, attempting to burn the bridge at Little Blue, five miles east of Independence, but Marmaduke was too quick for him and saved the bridge. The Confederate army crossed on it, and destroyed it after they had crossed over, thus compelling the pursuing Federals to ford the stream, which delayed them several hours.

THE BATTLE OF WESTPORT.

This was the 21st of October, and the beginning of the three days' battle which is included under the general head of the Battle of Westport. Here Marmaduke again encountered Blunt, who had placed Jennison's red legs and Moonlight's Kansas militia to the right and left of the road in the shelter of the woods, and behind stone fences, holding Marmaduke in check until reinforcements came from Independence and Kansas City. General Curtis came down and took command of the forces and Marmaduke, realizing his position, dispatched a courier to General Price for reinforcements, and while Fagan's division was the nearest, Price sent Shelby from his rear to Marmaduke. Shelby massed his troops on Marmaduke's left. The battle commenced early in the morning and raged until nearly 12:00 without any interference, but finally the Federals were driven back, retiring

slowly, contesting Marmaduke's advance all the way to Independence, but then hastily retreated to their breastworks on the Big Blue. Captain Maurice Langhorne dashed into Independence at the head of his command a few moments after the Federals had passed on to the Big Blue.

The Confederate army camped in and around Independence that night, October 21, 1864, after eight hours' hard fighting at what is generally called the Battle of the Little Blue. There were heavy losses on both sides, and it is noted Pleasanton was possibly nearer Price's main army at the Little Blue than he ever was afterward. The Federals are said to have had three times more men than Price in this battle, and Price was practically surrounded—cooped up in a little valley—the Missouri river on their right, Curtis and his army in front of them, their left without a road, and Pleasanton, with superior forces, in the rear. Some historians, in criticising the management of the battle of the Little Blue, have said: "Had Grant or some other general of like calibre been in command of Pleasanton's army, he would have crushed the whole of Price's army there."

However, the critics in looking backward, note the weak points, but they were not there and Price pressed on to fight another day. This escape of Price with the handicap of his impedimenta of 500 wagons and some 5,000 cattle, with several thousand unarmed new recruits, brought much criticism on the Federal commanders. The commander-in-chief, General Grant, in his report, said: "The impunity with which Price was enabled to roam over the state of Missouri for a long time shows to how little a purpose a superior force may be used." General Curtis had determined the Big Blue should be the scene of the decisive battle, and in order to check Price's further advance toward Westport and Kansas City, had fortified that stream for fifteen miles with rifle pits and breastworks, defended in front by abattis everywhere.

The troops under Curtis retreating before Price had concentrated at all the crossings, being massed at these points, and on the 22nd Curtis, believing he had a line of defense sufficiently strong to turn the advance, gave orders to concentrate all the Kansas militia, some 12,000 men, then awaiting orders at Muncie, Kansas, and all other forces in and around Kansas City were hurriedly rushed to the entrenchments along the Big Blue river. While Curtis was considered quite an engineer, and was confident his elaborate fortifications would be sufficient to hold Price back on the east side of the Blue, he was reckoning on most of the united militia that had never been on a battle field, and while Price had a small army, many of them had fought at Corinth, Chickamauga, Helena and other great battles, and under such commanders as Fagan, Marmaduke and Shelby had crossed many streams more formidable than the Big Blue.

Curtis had placed Colonel Deitzler at the crossing between Independence and Kansas City, near the Missouri river. To the right of Deitzler and up the stream at Simmon's ford he stationed Colonels Moonlight and Peacock. Above this a force was placed at Hunkle's cattle ford. Still further up was Byram's ford occupied by Jennison and his "red legs." The next ford above this was Hickman Mill's ford, held by General Blunt. All these fords were fortified. Curtis had established his headquarters one mile west of Byram's ford. On Saturday morning early, Sanborn and McNeil charged into Independence, capturing two of Cabell's guns and a number of prisoners. General Marmaduke, who the day before lost two horses in the battle, barely escaped capture at the hands of McNeil.

Early that morning Shelby had sent Colonel Jackman forward, and followed quickly himself toward Byram's ford and Hickman Mill's crossings.

Captain C. W. Ruby of Sanborn's staff says: "On the 22nd the Confederates with a portion of Shelby's division attacked the two fords named, which were the keys to General Curtis' position, forced them and sent the defenders in retreat westward. Colonel Jennison's force, after a resistance of an hour or two, was driven from Byram's ford and pursued to the Kansas line in Westport. General Blunt, owing, as he said, to the misconduct of some of his men, was speedily sent flying from Hickman's Mill, after a rather serious loss, and did not stop until he reached Olathe, well into Kansas. "Then, of course, finding his right flank completely turned, General Curtis, with the remnants of his forces, fell back to Kansas City and Westport." Shelby crossed the Big Blue at Byram's ford, and pushed straight on for Westport. At dusk Westport lay just before him, almost within range of his guns. Two Federal brigades came out to resist his entrance into the town. A sharp, short engagement took place. The Federals lost two of their guns and 217 of their men were killed. Shelby remained there until morning. When night came Saturday, October 22, Curtis' magnificient line along the Big Blue had been driven back five miles, and all his fortifications had been passed and left in the rear, unoccupied by the advancing and triumphant Confederates. Price had crossed the Blue with his entire army and his splendid train of five hundred wagons and 5,000 head of cattle, accompanied by thousands of unarmed recruits. The dreams of that night were of conquests on the morrow. Price knew some forces were operating in his rear, but he did not suspect that Pleasanton with an army of troops double his own would leap upon him in the morning. Some historians place the number of Pleasanton's army as high as 20,000 as the whole number of Federal forces engaged in the battle of Westport, and 9,000 Confederates. In an optimistic expression, carrying out the pleasant dreams of conquest for the morrow,

one of his biographers says of General Price at this time: "He gave those in his rear scarcely a thought, and those in front of him concerned him but little. He would march almost unchecked to Leavenworth, and dining there on that Sunday evening, as was currently reported, but was exceedingly anxious to turn southward and save his army and train." We have now given you the second day's battle, that of the Big Blue, and now we come to the third day—more properly known as the Battle of Westport.

The two preliminary battles, that of the Little Blue on the 21st and the Big Blue on the 22nd, both victories for the advancing Confederates, but the third day, Sunday, October 23rd, was the climax, for as the Santa Fe traders found here the turning point for their caravans to start south, so Price had found at this point, he was facing a force, that concentrated from every nook and corner of Kansas, for every available man, and many a boy had been drafted into the State militia to keep Price from entering Kansas. They gathered with a promptitude never equaled before, and with a determination that "thus far shalt thou go, but no farther," mobilized a force of 12,000 at Muncie, Kansas, which was ordered forward to meet the advancing army at Westport.

Major Jno. N. Edwards, the first writer to bring this battle to notice of the world, describes the situation thus on Saturday night. "The chieftains under Price had marched far and fought little for this night's bivouac upon the plains of Missouri. The feet of horsemen had anchored in mid-ocean, and the sails were all furled and the pennon still. In the dead calm of the admiral's slumber there was no white line of breakers seen to the westward; and the hollow mutterings of the storm rolled no angry waves from the north. Confidence spread a great sleep hunger over all the soldiers, and they banqueted until sunrise. A fitful, gusty, moaning night was half of it, too, when the elements portend calamity and death. Grouped around the dead Kansans were Shelby's warriors, indifferent, tired and hungry. They neither knew or dreaded their danger. "Shelby takes us in and Shelby takes us out," they argued; "so sleep, boys, while you may." Poor fellows, in the utterance of this simple confidence they knew not the sorrow it gave the impatient leader, lying among his guns and peering out through the darkness toward Westport. Away over to the left yonder, where a few fickle grass fires leaped like *ignes fatui* into light, is couched the wary Marmaduke, anxious, nervous, but prepared for great things tomorrow. He, too, has seen and felt and argued; but nothing came of it all. That great fused, welded mass of shadows around him is his old brigade; further away a little, the long irregular zigzag fire line marks the borderers under Freeman, and nearer than both, with its little blue silken banner, fringed and fabricated by one of the whitest, queenliest hands in Arkansas, is

GENERAL STERLING PRICE ON HIS CELEBRATED WAR HORSE.

his escort, under the intrepid Stoddard, Shelby's gift to Marmaduke. In the rear of these two folded, dormant wings, two miles off, stands a large frame white house, jubilant with lights and moving figures, the headquarters of the commander-in-chief. The handsome cavalier, Fagan, is there with his tried Arkansans, and the wind toys with the long locks of the soldier, and ruffles the gold laces on his uniform. Fagan has ever a keen eye for nature, and he enjoyed the delightful scene, a land ocean with armies for fleets and stars for beacons. The brave, proud Cabell is uneasy in his massive repose, yet he thought only, as the smoke curled up from his bivouac pipe, how he would fight tomorrow, and how he would hurl his splendid brigade to regain his battery."

Price's army was most admirably disposed for a Sunday march to Leavenworth. The immense train of 500 wagons and 5,000 cattle accompanied by the necessary teamsters and herders, had crossed the

Big Blue during the day, Saturday. The train was also accompanied by 2,000 to 3,000 unarmed recruits, unfortunate impedimenta in event of heavy fighting. The train halted south of Westport for the night, after an easy ten miles journey from Independence, interrupted some hours at the Blue. In the rear of the train was Marmaduke and Fagan; Shelby was between the train and Federals at Westport. These Federals at Westport had been severely punished by Shelby at sunset on the evening before, hence little apprehension was felt from that quarter. The march westward and into Kansas would hardly be checked. Neither Price or Shelby could know what a furore their coming had created all over Kansas. They did not know the entire fighting population of Kansas had concentrated to dispute their crossing the state line. Neither could Price or Marmaduke know that Pleasanton was massing such an overwhelming force in their rear.

Early Sunday morning, Oct. 23rd, 1864, General Pleasanton, who took personal charge of the pursuing Federals at Waverly, ordered Colonel John F. Philips forward from Independence to clear the fords of the Big Blue, then guarded by Marmaduke and a part of Fagan's divisions. For hours the crossing was contested with unabated and determined fury. The Federals came up in force and compelled Marmaduke to fall back slowly. Within an hour after Marmaduke had fallen back the entire Federal army, except A. J. Smith's infantry, debouched upon the high and spacious plain extending from the Big Blue river to Westport. The great battle of Westport was fought on this enchanting pastoral landscape. The scene must have been inspiring when, as some have estimated, some 35,000 troops could be seen in an unbroken line stretching for five miles from one-quarter mile north of Swope Park near Elmwood Ave., to the state line near Wornall Road, southwest of Westport. These troops could be seen in picturesqueness of battle and the regularity of a parade.

Marmaduke stood doggedly across the road, and Pleasanton hurled forward brigade after brigade. Soon Marmaduke was seen to be losing ground inch by inch. He could neither withstand the onslaughts of Pleasanton nor could he retreat, for one horn of his dilemma meant destruction, the other meant a rout. In this extremity he had to appeal to Shelby. But Shelby was struggling near Westport, very much in the same predicament. Again and again Marmaduke sent messengers to Price and Shelby with orders to say he must give way if not reinforced. Marmaduke held back the Federals until their impact became irresistable. Time had been gained and Price was moving southward. The Federal forces released by the withdrawal of Marmaduke now came into action against Shelby. Price had sent an order for Shelby also to retreat, but Shelby could not retreat. He was grappling in a death struggle with Curtis and could not break away without destruction, immediate and terrible.

The story of Shelby's retreat is given in his own report. Judge W. R. Bernard gives the story from Curtis' headquarters on the roof of the Harris House. When Marmaduke had withdrawn, and Shelby had made his last stand behind the rock fence, General Curtis sent word to Colonel Kersey Coates that the battle was won, and his "home guards" he had held in readiness in the trenches around Kansas City would not be needed. This order was made about 1:30 P. M., as also the raising of the martial law in Kansas. Curtis soon after withdrew to Wyandotte.

SUMMING UP THE RESULTS.

Major John N. Edwards gives the following as the loss to Shelby's brigade at 800, and in a letter and address before the Senate committee Doctor Jenkins places the total loss at 2,000 killed and wounded.

General Shelby thus tells the story: "The 23rd of October dawned upon us clear, cold and full of promise. My division moved squarely against the enemy at 8 o'clock in the direction of Westport, and very soon became fiercely engaged as usual. The enemy had regained all the strong positions taken from them the day before by General Thompson, and it became imperatively necessary to force that flank of the enemy back. Inch by inch and foot by foot they gave way before my steady onset. Regiment met regiment and opposing batteries draped the scene in clouds of dense sable smoke.

"While the engagement was at its height, Collins burst one of his parrots, but fought on with his three guns as if nothing had happened. Again were the Federals driven within sight of Westport, and here I halted to reinforce my lines, naturally broken and irregular by the country passed over, intending to make a direct attack upon the town.

"About 12 o'clock I sent Jackman's brigade back to the road taken by the train, for it was reported General Marmaduke had fallen back before the enemy, although he had never notified me of the fact, or I never saw his couriers, which I learned afterward were sent—and thus my whole flank and rear was exposed."

"Jackman had scarcely reached the point indicated when he met an order from General Fagan to hasten to his help at a gallop, for the entire prairie in his front was dark with the Federals.

"Jackman dismounted his men in the broad and open plain and formed them in one long, thin line before the huge wave that threatened to engulf them. Collins, with one gun, hurried forward to help Jackman, and opened furiously on the advancing enemy.

"On and on, their great line overlapping Jackman by one-half, they came to within eighty yards. Down went that line of gray, and a steady stream of bullets struck them fairly in the face, until they reeled, scattered and fled. But the wing that extended beyond Jackman's left rode on to retrieve the disaster of their comrades, and came

within thirty paces at full speed. Again a merciless fire swept their front, again Collins poured in double charges of grape and canister, and they, too, were routed and driven back, when General Fagan thanked Colonel Jackman on the field of his fame, fresh and gory. It was a high and heroic action, and one which shines out in our dark days of retreat like a 'cloud by day, and a pillar of fire by night.'

"There on an open prairie, no helpers or succor near, no friendly reserves to cover and protect a retreat, Jackman dismounted with almost the forlorn determination of Cortez, who burned his ships, resolved to conquer or die. Fresh lines of Federals forced Jackman to mount his horses, and he fell back after the train, fighting hard.

"Now my entire rear was in possession of the enemy, and the news was brought when Thompson was fighting for dear life at Westport. Withdrawing as soon as possible, and with much difficulty, for he was hard pressed, I fell back as rapidly as I could after the retiring army, the force I had been fighting at Westport coming up just behind, when, reaching the road, the prairie in my rear was covered almost by a long line of troops which I supposed to be our own men. This illusion was soon dispelled, and the two great waves uniting, came down on one little brigade and Colonel Slayback's regiment. The prospect was dark and desperate.

"Not a tree or bush could be seen for weary miles and miles, and no helping army could be seen anywhere, I knew the only salvation was to charge the nearest line, break it if possible, and then retreat rapidly, fighting the other. The order was given. Thompson and Slayback fell upon them with great fury, mixed in the *melee*, and unclasped from the deadly embrace weak and staggering.

"In attempting to reform my lines which, after breaking through and through the Federals, were much scattered, an enfilading battery of six guns swept the whole and another in front opened with terrific effect. At the same time the column which followed me from Westport came down at the charge, and nothing was left but to run for it, which was now commenced. The Federals, seeing the confusion, pressed on furiously, yelling, shouting and shooting, and my own men, fighting every one on his own hook, would turn and fire then gallop away again. Up from the green sward of the waving grass two miles off, a string of stone fences grew up and groped over the plain—a shelter and protection. The men reached it, some are over; others are coming up, and Slayback and Gordon and Blackwell and Elliott are rallying the men, who make a stand here and turn like lions at bay. The fences are lines of fire, and the bullets sputter and rain thicker upon the charging enemy. They halt, face about and withdrew out of range. My command was saved and we moved off after the army, traveling all night."

During the forenoon, the boom of the cannon and the incessant rattle of the musketry could be heard as far as Leavenworth. Later in

the afternoon the distant roar of cannon grew fainter and less frequent, and soon the confused noises ceased, and there came the welcome news over the wires that Price was retreating southward. The people were incredulous, and were still anxiously waiting for confirmation of this joyful news when Curtis wired martial law had been abolished.

General Curtis had his heeadquarters on the roof of the Harris House in Westport, and from here a view of the batle field could be obtained almost in its entire length. Judge W. R. Bernard, a resident of Westport, was called a first lieutenant of the home guards. On the day of the battle he was appointed an aide to General Curtis, and was with him on the roof of this hotel.

Judge Bernard, of caravan and early pioneering fame, was thus in the best position to give a true account of this battle, and says of the battle: "With powerful field glasses I could see little bunches of men skirmishing about. I had never seen a battle before, and it did not look much like war to me. Away off to the south I could see a cloud of white smoke which told of a battery at work, and the faint boom of the cannon would come to us when the wind was in the right direction. Nearer at hand, right across Brush creek, were Shelby and his men. We could see them plainly at times, and the bullets from their guns came into the town. General Curtis was fighting to keep Shelby out of the town. His adjutant was Colonel Cloud. Every once in a while Colonel Cloud would go down to the street and send a regiment against Shelby. The men would cross Brush creek, climb the hill, fire a volley, and come scampering back. Then Colonel Cloud would come up and take another look. We could see little squads of men kicking up the dust off to the south and hear volleys of shots. It was not very exciting, and I asked the colonel if that was the way battles were fought. I did not see many men killed, and it looked as if a lot of lead was being wasted. The colonel said battles were fought in that manner.

"After several regiments had been sent against Shelby and had come tumbling back, Colonel Cloud came upon the roof and said: 'General, that's the third time those regiments have gone up there and come back. I propose to send them up next time dismounted. and they'll have to stay and fight.' The General said: 'All right,' and the regiment was dismounted, every fifth man taking charge of the horses, which were taken back up Penn street out of the way. That regiment didn't come back, in a hurry.

"Shelby was making things pretty lively out on the Wornall road. The bulk of the fighting was at the Ward place, which is now a part of the Country Club golf links. The Ward pasture was the scene of some pretty hot fighting. A big, old tree stands in this pasture and around it Shelby had a lively fight. After the battle we picked up several dead Confederate soldiers there. There was fighting

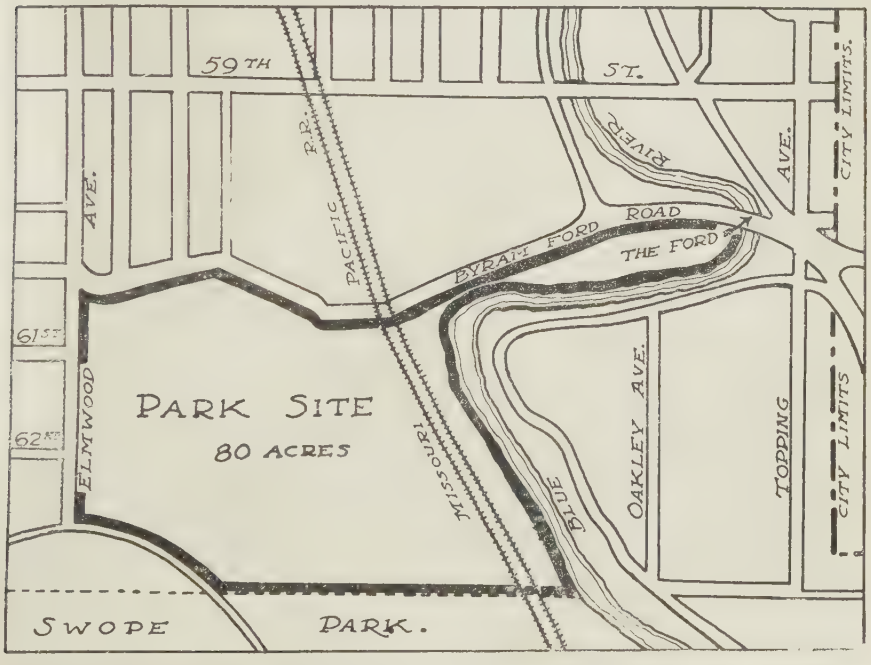
all around the Ben Simpson house, and a cannon ball went through the front gable of it. The hole was there for some time, but it has been covered up. Farther along the road, at the Wornall house, which was used by the Confederates as a hospital, there was some lively fighting, and I was told one of of the prettiest conflicts of the day took place there between a squad of Shelby's cavalry and a Federal battery. The cavalry charged, using their pistols, and drove the gunners away.

"Along in the middle of the afternoon a shell from Shelby's battery fell almost within the town, scaring the people and alarming General Curtis. It struck on the high land just north of Brush creek, about what would be Forty-third and Penn streets, if Penn were cut through—Bunker Hill it is called. At that General Curtis ordered a retreat. He sent word to Colonel Tom Moonlight, who was at the Shawnee Mission and didn't see much of the fighting, to come in, but Moonlight went the other way and did not pass through Westport. Then with his staff Curtis retired to Wyandotte."

General Pleasanton, the commander in charge of the main Federal forces in pursuit of Price, who had recently been transferred from the cavalry department in the East, to the department of the West under Brigadier-General W. S. Rosecrans, whose headquarters was at St. Louis, says in his report, among other things: "Brigadier-General E. B. Brown was ordered to move his brigade forward and attack the enemy at daylight, and keep pushing him vigorously, as he would be well supported. Not finding any attack being made, I went to the front. I found Brown's brigade on the road, so disordered as to be in no condition for fighting, and General Brown himself had made no provisions for carrying out my order. I immediately arrested him and also Colonel McFerran of the First Missouri state militia, whose regiment was straggling all over the country, and he was neglecting to prevent it, and placed Colonel Philips, of the Seventh Missouri state militia, in command of Brown's brigade. The night previous, at Independence, I had ordered General McNeil to proceed with his brigade from that point to Little Santa Fe, and reach that latter point by daylight. General McNeil failed to obey this order, but came up to the Big Blue, some five or six miles above the point at which the rest of the division was fighting, about 12 o'clock, on the 23rd and instead of vigorously attacking the enemy's wagon train, which was directly in front of him, with but little escort, he contented himself with some skirmishing and cannonading, and the train escaped.

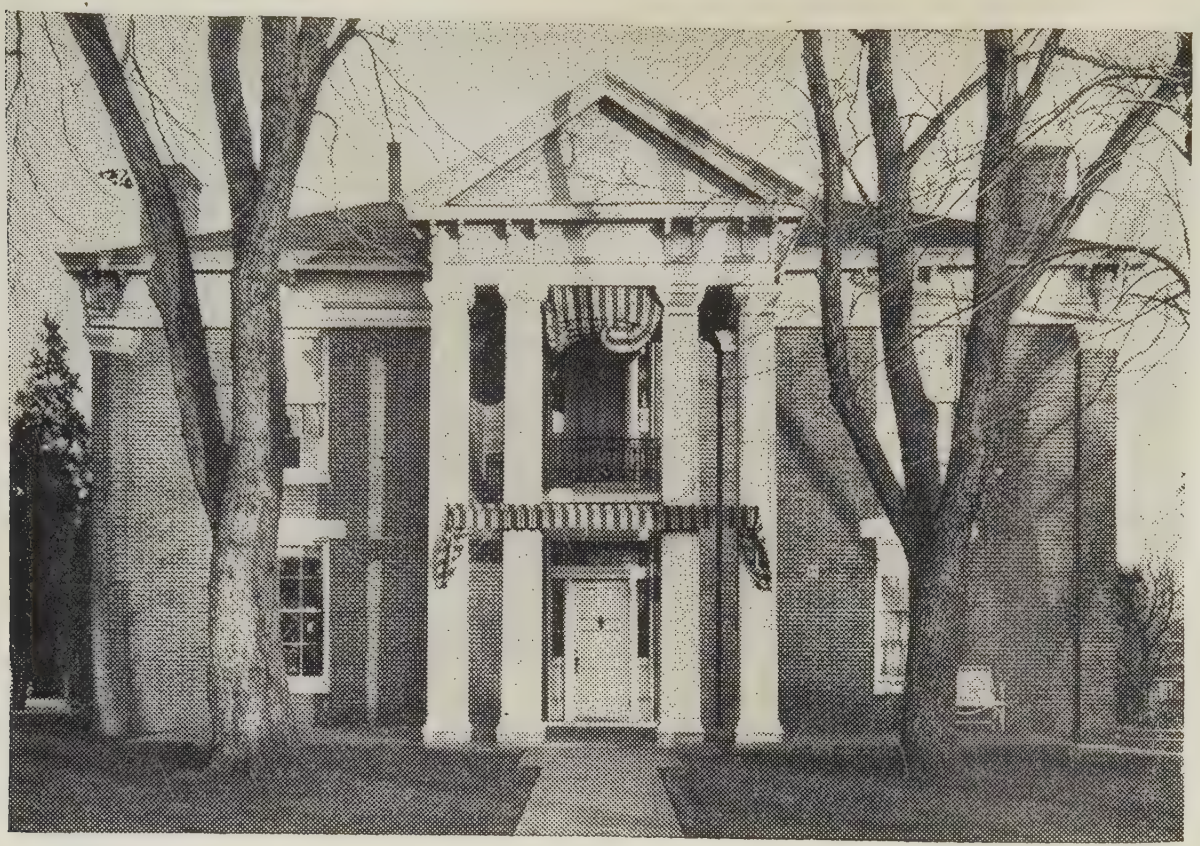
"The Rebel general Marmaduke stated after he was captured that had McNeil attacked at this time, they would have lost their whole train. I trust that this conduct upon the part of General McNeil will meet the marked disapprobation of the major general commanding, as it has mine.

NOTED HOUSES IN SECOND DAY'S BATTLE.
Where Heaviest Fighting Occurred October 22, 1864, Called the Battle of Big Blue.



THE NEW PROPOSED SITE FOR A NATIONAL PARK COMMEMORATING THE BATTLE OF WESTPORT.

The land marking the fighting in the second day of the battle of Westport, on the Blue River, is proposed for a national park in a bill introduced by Representative George H. Combs, Jr., in congress. The old defeated proposal took in what is now the Jacob L. Loose Memorial Park. The new site is outlined above.



JOHN B. WORNALL'S HOME.
Near Which Occurred Heavy Fighting in the Battle of Westport, October 23, 1864. Used as Hospital for Confederate and Federal Wounded.

"Finding that General Brown had not attacked the enemy on the morning of the 23rd of October at the Big Blue, I immediately ordered Winslow's and Philip's brigades into action, with Sanborn supporting, and after a very obstinate battle the enemy were driven from their position on the Harrisonville road beyond the Big Blue. It was then about 1 o'clock in the day, and the enemy, in very heavy force, were fighting the Kansas forces under General Curtis. My appearance on the prairie caused them to retreat from before Curtis on the Fort Scott road, and in passing they formed to attack my position. A brigade of their cavalry charged the right of Sanborn's brigade and shook it considerably, but I ordered up six pieces of artillery, and by means of a double-shotted cannister soon caused them to halt and finally beat a hasty retreat."

Pleasanton was succeeded in the East by General Phil Sheridan.

We have given statements of the two commanding generals on the Federal side, and that of Joe O. Shelby, the principal active general on the Confederate side, as nearly as we find them recorded at this day. Major Edwards estimated the loss to Shelby's division alone at 800 killed and while we have not the war records to show the loss to both armies in what is here recorded under the general name as the Battle of Westport, including the battles at the Little Blue and the Big Blue, we are of the opinion that Paul B. Jenkins' estimate of 1,000 casualties dead and severely wounded is underestimated. The engagement of Marmaduke with Philips at Byram's ford which lasted for some three or four hours, in which it is said 5,000 shots struck one log house, was considered one of the most desperate of the day of the 23rd, and in the severe hand to hand conflict around the Wornall house. In the charge Colonel James H. McGee was killed in a pistol duel by Captain Curtis H. Johnson. These men must have been miraculously preserved, if Shelby's loss was 800, and there were no more than 200 other casualties in the three days' battle. This chapter is given in brief, and there are many interesting details, in the many books written on the battle of Westport, which the readers may secure. As a proof that this battle is properly designated as the "Gettysburg of the West" we give a few of the claims made by the advocates who are memorializing Congress to set apart 110 acres of ground in the Country Club district of Kansas City covering the old Wornall home, around which some of the fiercest fighting was done. There is not claimed a comparison with the Gettysburg of the East, in the number of men engaged in the two battles, but there were three days' fighting in each and the results were similar, in that General Robert E. Lee reached the furthest point in his invasion of Pennsylvania, and as that was considered the turning point in the war in the East, so General Sterling Price reached his furthest point in his invasion of Missouri, and when repulsed and driven southward from Westport, so far as the result was shown, the trans-Mississippi was

free from any more treading armies until the close of the war. While the writer has personally known many of the participants in the battle of Westport, space in this volume forbids mention of them here, but as citizens of prominence in Kansas City and Kansas, they may be named without details as to the parts they played in the battle.

The two Civil war veterans on the committee appointed by Congress to review the battlefield, named the following:

"Four of the officers in the Westport battle attained prominence as United States senators from Kansas: opportunity knocked at John J. Ingalls' door, Edmund G. Ross, Preston B. Plumb, and Jim Lane, all senators. Another officer became Governor of Kansas, Samuel J. Crawford, father of the wife of Senator Capper. Missouri called four officers in that fight as Governors, Sterling Price, Thomas C. Reynolds, Thomas T. Crittenden and John S. Marmaduke; another officer became United States Judge, serving twenty-seven years, John F. Philips; and the dashing cavalry general, Joe O. Shelby became U. S. marshal for the western district of Missouri: General John B. Clark served in Congress several years from Missouri, and many others became prominent in professional and business lines."

Colonel R. H. Hunt was mayor of Kansas City in 1872.

Since this chapter was given to the press, there has been a change in the location of the memorial park contemplated by Congress, of which we have given a map, showing the new location.

This chapter may be appropiately closed with the poem, written for the reunion of the Confederate and Union soldiers in their 60th anniversary, by Miss Clara Virginia Townsend, October 23, 1924.

GENERAL JOE O. SHELBY.

THE BATTLE OF WESTPORT

"Put thy shoes from off thy feet." This soil is holy ground,
Nowhere in all our glorious land, more hallowed soil is found.
Here, brothers met in deadly strife, each to ideals true—
Your father wore perhaps the gray, my father wore the blue.

Red were October's glowing leaves, red gold uprose the sun,
And darkly crimsoned was the sod, before the day was done,
Mad carnage raged, and cannon smoke obscured the light of day.
Our fathers battled for the Blue; your fathers for the Gray.

With neighing steeds and struggling ranks, and cannon's deadly roar,
The Gettysburg of this, the West, was fought with wild uproar
All day the carnival of Death. At eve when closed the day,
A thousand lay in crumpled heaps—still heaps of blue and gray.

"And call ye this ground holy soil, when Death's white steed rode free?"
The soil by heroes' blood baptized must ever hallowed be,
Who fights for what he deems the right, is to his conscience true,
Your father saw the right in gray, our father in the blue.

Awake, O, Kansas City! Make this hallowed spot your own;
Immortalize our hero dead in bronze and sculptured stone.
Save from commercial use this land, and let not profit sway
Your hearts from honor to the dead—our dead the Blue, the Gray.

Let all who loved the Gray unite with all who loved the Blue,
To rear aloft a mighty shaft, resplendent to the view,
Where generations yet unborn will pause and tribute pay
To those who fought, and those who died on Westport's Battle Day.

CHAPTER XXIV

AFTER THE WAR, 1865 TO 1870.

Close of war. Political history. First municipal bonds. Ousting Ordinance. Military Occupation of Independence, 1866. Chamber of Commerce. First Lumbermen. First Base Ball Club. New Charter 1867. Public Schools. Trade of 1867. Discussion of Water Works and Street Railway Franchises. Spalding's College. Medical Profession. Early Attorneys. Early Realtors. Real Estate values 1839. First Plat Filed. Early History of Churches.

The dark clouds of war were slowly lifting and the dawning of a better day was approaching early in the spring of 1865.

The two greatest generals of the century had met under the apple tree at Appomattox, the one to receive, the other to give, the one in the triumph of his bulldog nature after more than four years of the greatest struggle ever waged in the history of the Western Continent, as he accepted the sword of his conquered foe,—the other to present that sword yet untarnished by a single act unbecoming a true Christian general, first in the esteem of his soldiers, who had followed him at Gettysburg, Chancelorsville, Richmond, Petersburg, and hundreds of other struggles, against overwhelming odds, now to retire to private life, at the same time setting that noble example of submission to the unknown arbitrament of war. The name of Ulysses S. Grant will be remembered in history so long as the flag of our Republic waves, and the other name, Robert Edward Lee, will be equally revered, and their names, the one as presenting, and the generosity of the other in not accepting his sword, will go down in history with the distinguished names our nation is proud to honor.

The close of the conflict was near, the angel of peace was once more hovering over the land, and soon the mustering out of the soldiers would begin, and these militant hordes, whose home environments were changed would tax the solons at the nation's capital, to readjustment, and provide new homes in the growing west for the restless ones now freed from restraint of military commanders. Read Roman history, and note the return of the conquering armies of a Caesar, a Pompey, or an Anthony, after their triumphal march through that ancient city, and critically examine the readjustment, the feeding of those plebian masses of that mighty city, and you will get a faint glimpse of the task that confronted our city fathers in this readjustment period immediately succeeding the Civil War. Martial law had practically kept everything in statu quo, but again in April, 1865, the two opposing forces in the political arena were training for the battle. There were many adjustments to be made. During the bitter conflict were many brothers arrayed against brother, but they again united under the old Stars and Stripes, again prepared to work side by side to build up the waste places, to strengthen the neglected

foundations, to again commence the leveling of the hills, the filling of the hollows, and building a great city.

In this chapter it seems fitting to cover in brief the political life of the city from its founding to the year 1870 as well as treat several other subjects not hitherto covered in specific chapters, such as the political status from its incorporation in 1853 to 1870, as well as a brief sketch of its churches, schools, bench and bar, real estate and other activities inaugurated within the first five years after the war.

A new era had dawned, the question that had agitated Missouri, as the border state, since its admittance into the Union in 1821, had been settled, whether right or wrong, it had been fought out, and settled by the superior forces of a united North, and accepted by a subdued South, so that the disputed territory, Kansas and all that vast territory beyond naturally tributary to Kansas, gained in the rehabilitation of prosperous Kansas City.

From 1857 to 1860, the imperial years of steamboats of the Missouri river, and as the coming events of the future were casting their shadows before the people, the citizens as a whole never failed to join in every effort put forth to make a city at the mouth of the Kaw, the most natural point on the Missouri river, for the concentration of the railroads which were then being projected and were seeking such a centralized point, in which the East would meet the West, and build the great railroad metropolis of the future. The population had reached 8,000 in 1859, and was increasing rapidly, and at the beginning of the war was approximately 9,000, with several railroads projected and some under process of construction.

EARLY POLITICAL INFLUENCES

While in the beginning of the building of the city there was little political differences, as its first settlers were mostly pro-slavery Democrats, so that the excitement of an election attracted little more attention than any other ordinary business day, and the Democrats controlled the administrations up to the war. The people being mostly of the same political faith, they were exceedingly careful, casting their votes for the very best and most influential men to exercise the chief authority over them, and all proved they held the true interests of the city above their own selfish purposes, therefore there was no talk of impeachment or referendums in the early days.

The first mayor, William S. Gregory, one of the thrifty young business men of the city, among the first wholesale grocers, a young man not yet in his thirties, a man in whom the people had great confidence, as shown by their electing him without making inquiry as to his eligibility prior to the election, as would be done in this day of heated contests, yet after realizing their mistake permitted him to retain the office for ten months, when he quietly resigned on February 7, 1854, without any unpleasantness whatever. There was no

salary attached to the office at that time, and it meant a sacrifice of a good man's time to serve for the good of his town. He was ineligible on account of his residence being outside the corporate limits of the city, and therefore under the restrictions of the charter, recently granted by the State Legislature he could not lawfully discharge the duties of mayor. Dr. Johnston Lykins was appointed by the council to complete the first term as acting mayor, and that spring in April, 1854, he was duly elected mayor, and thus was the first legally elected mayor of the City of Kansas. Hiram M. Northrup was appointed treasurer, and Milton J. Payne and Dr. Benoist Troost were upon the council board that year. The succeeding administrations of Lykins, Johnson and Payne were of the same faith, yet having the best interests of the city always in view, frequently consulted with such pronounced Republicans, "Abolitionists," as they were styled in those days, as Kersey Coates, David Hood, S. W. Bouton, Franklin Conant, H. H. King and Dr. Theodore S. Case, on all matters of public importance, when the welfare of the city was concerned.

During the war the city was governed part of the time by Republicans, and while it was practically under martial law much of the time, many enterprises were kept in a dormant state, so that when the clouds rolled away all of every political faith were ready and anxious to join in united efforts, as they hastily returned, many of them from near-by towns, to again push these enterprises to successful conclusion. Many of them, such as railroads had been taking shape, securing the necessary preliminary legislative action, and were now awaiting permanent and constructive action.

In 1865 the city officers were again generally Democratic or "Conservatives" as they were then known, a number of them being Irish-Americans. The reminders of the war were not removed until late in the year, for the blue-coated Federal soldiers still in the service, were still on the streets until the first snow fell. Necessarily there were some embarrassing episodes, as the military and civil authorities met in unpleasant conflicts, but Mayor P. Shannon maintained the duties of his office with dignity and credit, and working in complete harmony with the marshal, Jeremiah Dowd, was able at all times to conserve the public peace. And with that chief characteristic of their optimistic natures of those chief officers, we have no doubt they turned many an intricate and grave situation into a simple and ludicrous one.

It was in May of this year that the city negotiated a $60,000 loan, and with the proceeds of this loan enabling it to carry out many of the neglected improvements during the war period, consequently putting their surplus labor to work, gradually made the change from military to civil rule without shock or collision. In 1866 the mayor, A. L. Harris, was a Democrat, while the other offices were about equally divided between the two parties. While this indicates the

great popularity of Mr. Harris, it also shows the political tendency of the citizens was returning to the Democrats, for while many had left the city during the war and were now fast returning, yet a great many of them were disfranchised on account of their inability to subscribe to the "Oath of Loyalty," as prescribed by the "Drake" Constitution, especially in the third section thereof.

Note—This section disfranchised all who belonged to the Confederate army.

It is a significant fact that while the voters elected A. L. Harris, a very popular Democrat, in the spring, for mayor, they gave at the November election following a very decided majority for Colonel R. T. Horn for congress, over his Democratic competitor, Judge James H. Birch of Clinton county, the vote being 560 for Van Horn and 301 for Birch. The same restrictions were applicable in this case, that is many Democrats were disfranchised under the "Drake" constitution, and the natural city pride in having their own congressman to represent them, as well as the popularity of Colonel Van Horn with his friends and neighbors during the war. Colonel Van Horn was their fellow townsman, and was or had been connected with the only daily newspaper then published in Kansas City. Colonel Van Horn was also counted on as one who was in favor of restoring to full citizenship those neighbors and friends who had returned home, and were now ready to help reconstruct the waste places, so evident immediately after the close of the bloody struggle. These reconstructive days were the days that will long be remembered by the people of Kansas City and the border counties of Missouri and Kansas, and so long as a G. A. R. lodge can muster enough of the old veterans, or the Quantrell followers may live to meet at annual picnic, the bitterness will never cease to bring up the reminders of those scenes and activities, we trust may never be known again in our fair land.

It was during the Harris administration that the greatest charitable institution of the city was established, that of the City Hospital. While the city seemed reasonably quiet, there were some disturbances in the county incident to the enforcement of what was known as the "Ousting Ordinance" of the Constitution of 1865, by which certain "Conservatives" had been deprived of their offices, to which they had been duly elected, and radical Republicans put in their places. There was great unrest throughout the county and perhaps lawless persons taking advantage of the disquietude committed unlawful acts, and at various places throughout the country, there were conflicts of more or less friction in a reaadjustment period where Confederates returning home, would become involved in a discussion with some new comer, and in the smaller towns, would often end in drawing revolvers, with consequent killings from time to time. The "Ousting Ordinance" often led up to these bitter conflicts, and Governor Fletcher finally placed Independence under martial law by sending a company of

militia or state troops to take possession and keep the peace. This state of affairs was having a retarding effect upon development of Kansas City and Jackson County generally. Capitalists were in a waiting attitude, and immigrants were averse to settling in a country where maintenance of the public peace depended upon the presence of a military force. This unsettled state of feeling finally culminated on July 24, in a large public meeting being held at Kansas City, wherein men of both parties considered the situation. A committee composed of Dr. Joshua Thorne, Dr. Theodore S. Case, A. J. Lloyd, John R. Bates, A. L. Harris, M. J. Payne, William Douglas and E. M. McGee, reported resolutions, pledging the meeting to sustain the laws, and asserting their ability to preserve the peace, and requesting the governor to withdraw the militia, whose presence was a constant menace to peace, and was retarding and in every way interfering with the healthy growth and prosperity of the city and county. Shortly after this meeting the militia was withdrawn.

In 1867 the Chamber of Commerce appointed a committee to make a survey of the city, the result of which is given elsewhere. Kersey Coates was president of the Chamber of Commerce at this time, and they appointed J. J. Moore as representative of the city to travel through the cities of the East setting forth the needs, and inducements for factories, and encouraging immigration. On September 25 of this year the cornerstone of the first Turner Hall, S. E. corner of Main and (Chestnut) street, now Tenth, was laid. The founders of this Turn Verein were C. Boeber, H. Kegner, A. Mell, C. Thomas, F. Lansenkamp, C. Hontzelman and E. Schwanenfeld. In December of this year the Cameron branch of the Hannibal & St. Joseph Railroad was completed, and the city was first lighted with gas. There was organized the first Hook and Ladder Company, also the Neptune Fire Company. The first baseball club was formed in July, 1866, and named the Antelope Club, with D. S. Twitchell, president; W. H. Winants, secretary, and members were Major Wm. Warner, Matt Foster, Oliver Case, L. E. Prindle and C. N. Rix. Another club known as the Hope Club was formed about the same time. The first club was styled the "Picked Nine" and the second the "Scrub Nine." Their grounds were on the block south of 14th street, between Oak and McGee streets in McGee Addition. With the great rivalry existing at that time between Leavenworth and Kansas City, the rival city formed a club which was appropriately named the "Frontier Club" of Leavenworth, with Thomas Moonlight as president, and the game played between the two teams resulted in a score of 47 to 27, in favor of the Antelopes.

In 1867, Edward H. Allen was the first Republican Mayor elected after the war, and Major William Warner was elected city attorney, and the next year he was elected circuit attorney. February of

THE COATES HOUSE, FIRST CALLED BROADWAY HOTEL.

THE FIRST CHRISTIAN CHURCH, N. E. CORNER 12TH AND MAIN, 1859.

of this year the First National Bank was reorganized with Howard M. Holden, cashier. Through the efforts of Alexander Hoes, Jesse Paul and John C. Gage at Jefferson City a new charter had been secured from the legislature, wherein the city limits were extended. In May of this year the city appropriated $60,000, to the Cameron railroad, but later in July Mr. J. F. Joy took up the stock which was transferred to him, and this appropriation cancelled. Mr. Joy pushed the railroad to completion, and the last rail was laid November 22, 1867, Colonel Kearney driving the last spike.

EDUCATION

The city was growing quite rapidly, and up to this time the accommodations for the twenty-five hundred school children were inadequate, and a committee was appointed to survey the situation and recommend what was necessary to meet the existing conditions. A committee composed of the following: D. S. Twitchell, J. J. Sampson, Benjamin McLean, and H. L. Huhn recommended a brick building be erected at once to accommodate 600 pupils. The board complied with the recommendation, and the Washington school was built at Independence and Cherry streets, the first public school building erected in the city.

1868.—A. L. Harris was again elected mayor, and the office of city physician established, and Dr. D. Estaing Dickenson was the first incumbent. During 1867 the survey made of the city and its developments at the close of the year, 1866, shows the population 15,064, with 768 new buildings erected during the year at a cost of $2,166,500 and the total trade $33,006,327, with the following named in that survey: Fourteen churches, two colleges, two academies, and twelve primary schools, twenty-one dry gooods houses, thirteen clothing stores, eight liquor stores, fifteen boot and shoe shops, eight hotels, two daily and three weekly newspapers, seven miles of macadamized streets and three railroads. In 1867 there were no statistics, but the growth was rapid. The Journal of Commerce passed to Foster and Wilder. Thomas Pratt came from St. Louis bringing a charter for a gas company, and began at once to build suitable works to supply the needs of the city. The city voted an ordinance for lighting the streets in July, and the company commenced operation in October, 1867.

1868.—Was marked by wonderful growth in population, estimated at 28,000, with 2,000 new buildings erected during the year.

1869.— F. R. Long was elected mayor, with Mell H. Hudson as city clerk, his second term, and in this year, noted for activities in seeking franchises for street railways. Mr. Hudson was beyond any doubt the busiest man in the city as indicated by the number of franchises granted, and made of record in long-hand, as there were no stenographers and typewriters to shorten the process in that day.

This is a year remarkable in its great strides and expansion in many lines, even Wyandotte, was beginning to expand, and therefore it is at this point this history has made the closing date for volume one, preparing to enter the next volume as the main and proper history of Greater Kansas City, as we emerge from the activities of a lively country town with the dedication of a great bridge, the first to span the waters of the Big Muddy, and with railroad transportation, augmenting the expanding facilities of the two cities by water many fold, beginning with many franchises granted during the year 1869, to prepare in the coming year, 1870, to handle the perplexing problem of inter communication between the rapidly growing additions, not only in Kansas City proper, but in the other city now beginning at the mouth of the Kaw, Kansas City, Kansas, by an adequate street railway system. These franchises and growth of Kansas City's street railroads will be treated under a special heading in Volume II. Besides the dedication of the Missouri river bridge, July 3, 1869, and the preparation for the building a street railway system, there was much discussion given to that question, which has always been in order from that day to this, the supplying of a great city with an abundant supply of good, wholesome water. The city's population in its lowest ebb during the war had dwindled from its highest point of 10,000, at the beginning of the war, down to about 3,500, and up to this time had been supplied with water from the many fine springs, wells, and cisterns, but now in 1870 the population had increased to 32,286 and with the ever increasing population, the fire risks were increasing annually, as well as domestic needs calling for a system of waterworks, that would satisfy every demand. These were the two great inner civic questions which closed the year 1869—waterworks and street railways. This increase in population of five years was the largest of any city in the Union.

OUR PUBLIC SCHOOLS.

In 1865 the Missouri legislature passed the first laws for the organization of the public school system, heretofore all educational facilities were provided through the private schools in the different neighborhoods in the country districts, and through the academies and seminaries established by private enterprises in the better towns and cities.

The act of the Missouri Legislature was passed from the 15th to 18th of March, 1866, for schools in the cities, approved on March 19, 1866, and in the following year, August 1, 1867, the Kansas City school board was organized as follows: W. E. Sheffield, president; Henry C. Kumph, secretary; J. A. Bachman, treasurer, and E. H. Allen, T. B. Lester and E. H. Spalding, as members. At the first meeting Mr. Kumph retired and Mr. A. A. Bainbridge was made secretary. The board started out completely empty handed as they had not one dollar,

nor an available building at the time. There was evidently great room for decision and quick action, as the fall was fast approaching and they must provide for the twenty-five hundred or more children, ready and eagerly awaiting an opportunity to improve themselves as the future citizens of our fast growing city. To show that our first school board, as well as the successive boards down through the years, were and have always been ready to meet such emergencies, they made the effort, and by October, 1867, opened the schools in church basements, and odd, unoccupied buildings, tenantless store rooms and rented rooms, until they gave the opportunity to 2,150 pupils, to attend school under sixteen competent teachers in the year. Mr. Bradley performed the duties of superintendent and teacher of the Central school. In 1868 the number of children was increased to 3,278. Sites were purchased and bonds issued and three school houses were erected, and schools opened in all of them. There are no records of 1868-69, but the schools were taught and progress made in a general way.

1869.—There were some changes in the board. Patrick Shannon succeeded Mr. Spalding on the board. E. P. Lucke was elected superintendent for one year. Central school was provided with a building in 1869. Lincoln school was opened on Ninth and Charlotte, in November, 1869. Messrs. Bachman and Allen were succeeded by Craig and Karnes. The new board in September, 1869, was composed of W. A. Sheffield, president; A. A. Bainbridge, secretary; James Craig, treasurer; T. B. Lester, Patrick Shannon and J. C. Karnes. Professor John R. Phillips was elected superintendent and served until 1874. Lincoln school was enlarged in 1869. At the close of the year there had been 3,034 pupils enrolled and an average daily attendance of 1,388.

T. Dwight Thatcher published the Kansas City Journal during the war and March 23, 1865, sold it to R. T. Van Horn and A. H. Hallowell and it was incorporated in August, 1865.

Spalding's Commercial College was opened in the Commerical Block, October 25, 1865. Professor J. F. Spalding incorporated it July 11, 1867. It gave a general course of instruction. Among the prominent names mentioned in its faculty are, Pierre S. Brown, S. C. Williams, Vincent A. Crandall, George F. Spalding, Willis H. Leavitt, Hon. Henry P. White and Prof. James M. Greenwood.

The first school of music was established in 1869 by Professor H. E. Schultz.

St. Theresa's Academy was established in 1859 by Father Bernard Donnelly, and in 1867 was placed in charge of the Sisters of St. Joseph.

THE MEDICAL PROFESSION

There is but little history given in the medical profession prior to the war that comes within the scope of this volume up to 1870, yet

there are a few whose names should be written in that immortal column of brave and daring men who endured the sacrifices, faced the perils of a pioneer life to alleviate the sufferings of men, when they faced those dreaded contagious epidemics of cholera and smallpox, whose lives made an impress on the life of the young metropolis, some worthy of special mention, as their names will be honored, so long as our city may last to perpetuate them.

The first resident physician of Kansas City was Dr. Benoist Troost, whose memory is honored in the naming of one of our principal thoroughfares, Troost avenue, and as the name is peculiar, belonging only to Kansas City, it is well that all Kansas Citians should know the significance of such a peculiar name given to possibly the longest avenue in Greater Kansas City running due north and south from the northern limits of North Kansas City to the north side of the Missouri river, and the original Troost Avenue beginning at the south side of the river and extending in a direct line south to the southern city limits, thus making possibly the longest direct street north and south in the city, straight as the crow flies. Dr. Benoist Troost was a native of Holland, born in 1786, and graduated with the highest honors in medicine and surgery. He emigrated to the United States early in the nineteenth century, and with a brother first settled in Pittsburgh, Pa., where they successfully operated works for the manufacture of white lead. He went to St. Louis in 1845, and soon after came to Independence and then to Kansas City, and commenced the practice of his profession. He built the main brick hotel on the levee, known as the old Gillis House. While the exact date of Doctor Troost's coming to Kansas City is not given it must have been in 1846 or '47.

Dr. F. A. Rice, a native of Kentucky, opened the first drug store in 1848. He had unbounded faith in the future of Kansas City, and a quotation is given of a trite saying he often made that "the hills would be needed to fill up the hollows, and that dirt would bring a good price for that purpose." His words became a prophecy. He returned to Kentucky in 1850 and died there.

Dr. Isaac M. Ridge was the third resident physician who came to Kansas City in 1848, and was possibly the best known physician of Kansas City, having practiced his profession through the scourges of cholera and smallpox, as well as the war, and after retiring from the practice of medicine was known as one of the most successful business men of the city, accumulating a fortune in property, and adding to the wealth of the city in one of the most substantial buildings of the past century, known for more than a quarter of a century as the Ridge building. After practice of more than twenty years, Doctor Ridge retired, looking after his interests, which were great. He lived to the year 1907.

Dr. Henry F. Hereford was one of the earliest practitioners in

and around Kansas City, but whose residence for many years was in Westport. He commenced his practice there in 1857 and afterward moved to Kansas City in 1873. At his death he was said to be the oldest practitioner in Jackson County.

Dr. T. B. Lester came to Kansas Citty in 1856, and his name stands out, not only as one of the leading pioneer physicians, but as one of the leading citizens, ready and willing at all times to take a leading part in the civic affairs of his home city, and in passing from the stage of action, remembered and universally honored.

Dr. J. M. Wood was another one of our pioneer physicians, coming from Kentucky to Clay county in 1832 and to Kansas City in 1857. He was said to be second to none as a surgeon, and his fights through the epidemics of the early days of Kansas City, as well as his skill during the war gained for him the respect and confidence of all who knew him.

Dr. A. B. Sloan came to Kansas City in 1865, and Dr. Simeon Seymore Todd came the same year, and was active in the founding of Kansas City College of Physicians and Surgeons in 1869. Doctor Sloan practiced here for more than a quarter of a century.

Dr. A. L. Chapman came to Kansas City in 1868, and while he was one of the early pioneer physicians in Kansas City, was also a successful investor in real estate, and the Chapman building at the S. W. corner of 12th and Walnut streets stands today as a monument to his wisdom in this line. Among other early physicians before the war may be mentioned Dr. J. Lykins, who was the second mayor elected; Dr. G. M. Maughs, who was elected the eighth mayor in 1860; Dr. Theodore S. Case, Dr. E. D. Ralph, Dr. W. W. Harris, Dr. J. T. Herndon, Dr. G. B. Wood, Dr. R. R. Hall, Dr. G. N. Woodward, Dr. L. A. Schoen, Dr. J. T. Rice and Dr. A. W. Bonham. Dr. G. W. Tindall was a pioneer dentist.

It is not contemplated in this work to write biographical sketches of the distinguished men in the medical profession whose names will go down to posterity, as true members of their calling, but a few only have been mentiond as the real pioneer physicians, who were active in the practice during the period covered in this volume. There are hosts of prominent physicians and surgeons whose names are written high upon the roll of fame, but their activities commenced later than the scope contemplated here. The same remarks are applicable to the short sketch that will now be given to the practitioners at the bar.

EARLY PRACTITIONERS OF THE BENCH AND BAR.

There has been given in connection with the chapters on the history of Jackson county and Independence the chief events in the founding of the early courts of Jackson county, and there appears but little of record in the history pertaining to the attorneys who were

actively engaged in the practice of their professions prior to and during the war period, but there are a few whose names are worthy of mention, whose lives and activities made an impression on the events of the day, and among them we find John C. Gage, as one of the earliest. Mr. Gage was a graduate of Harvard University in 1856, and went to St. Louis in 1858, and here in 1859. In 1860 he formed a partnership with William C. Woodson and in 1866 with William Douglas, the firm being Douglas & Gage which continued until 1870, when he formed a parnership with Sanford B. Ladd, who is still living a quiet retired life at this writing. They later associated with them Chas. E. Small, the firm known for many years as Gage, Ladd and Small.

L. C. Slavens came to Kansas City in 1865, and Stephen Prince Twiss came the same year, both becoming prominent in after years. A. A. Tomlinson came in 1865, and formed a partnership with L. K. Cravens, a firm known as Cravens and Tomlinson until 1869, when he went with E. H. Allen, under the firm name of Allen & Tomlinson. J. W. Jenkins came to Kansas City in 1865, forming a partnership under the firm name of Mitchell and Jenkins until 1868, then with H. B. Johnson, a short while, when Johnson was elected the Circuit Court attorney, and Mr. Jenkins was elected judge of the Common Pleas Court, a position he retained until it was abolished in 1870. Nelson Cobb came to Kansas City December 25, 1867.

C. O. Tichenor came in 1865, and soon the great firm of Tichenor & Warner, and the same year two other lawyers landed in Kansas City, J. V. C. Karnes and Henry N. Ess forming the first partnership as Karnes and Ess.

Wm. Douglas came to Kansas City in 1855, probably being one of the very first to cast his fortune with a prospective future, as at that time Kansas City was still alluded to derisively as Westport Landing, and while we have no record of the fine address Mr. Douglass made at the dedication of the bridge across the Missouri on Saturday, March 3, 1869, we have no doubt his accredited oratorical eloquence gave him a standing as one of the leading lawyers of the town, as he at that time was possibly the oldest one here in practice. He was known as a fine scholar and an exceptional lawyer.

Henry B. Bouton came to Kansas City in 1857, and in 1859 or '60 he headed the firm of Bouton, Otter and Reid. Soon after Mr. Otter left the city, and Mr. Reid joined the Southern army and Mr. Bouton practiced alone until his death in 1868. Mr. Bouton was an able lawyer, but had some very eccentric or peculiar ways in his practice. In cases of appeal, where in drawing up the appeal papers, they are required to state, it is not taken "for vexation or delay." On one occasion he needed the time, and drew his papers to read: "not for vexation but for delay." The case was continued from term to term without any notice of the peculiar wording, but finally it was detected, and in ex-

BUSY CORNER, 4TH AND WALNUT.
Terminus of First Street Railroad in 1870.

planation Mr. Bouton said the papers as drawn "expressed the truth," whereupon the case was thrown out of court. On another occasion before Justice Howe he was quite severe in criticisim as to the ruling of the justice, who became angry. He ordered the constable "to adjourn the court while he whipped Judge Bouton." At this Bouton becoming alarmed said: "Why, Judge Howe, you don't mean that! You know I don't mean anything; my language was nothing but gammon," etc. The justice being satisfied said: "All right, Mr. Bouton. Constable, open the court, and Mr. Bouton you may proceed with your argument." He was a very able lawyer, a self-made man.

In 1866 the first notice of Robert W. Quarles, in Kansas City, was when he entered the law office of Karnes and Ess.

Arthur M. Allen began his law practice in Kansas City in 1866, and was afterward associated with Turner A. Gill from 1869 to 1874. They were both known in later years, as Judge Allen and Judge Gill.

Thomas V. Bryant, known as Senator Bryant, commenced his practice here in 1866, first with Woodson, Sheely & Bryant, and represented the city in the Missouri Legislature.

Sanford B. Ladd came to Kansas City, December 1, 1867, and in 1869 formed a partnership with John C. Gage.

Gardiner Lathrop first appeared in Kansas City, reading law in the office of Karnes and Ess in 1869, but after a term of law in Harvard College Law School, returned to Kansas City again in 1870.

Honorable Warwick Hough came to Kansas City in 1867, and practiced here until elected to the Supreme Court in 1874.

Robert L. Yeager came to Kansas City from Kentucky in 1868.

George F. Ballingal came to Kansas City in 1868 from Kentucky; was once a partner of Wm. Douglas and later with Nat Gwyne.

Judge Arnold Krekel was appointed Judge of the Western District of Missouri March 31, 1865, and was for many years a resident of Kansas City. In 1888 there were only four attorneys still living who practiced law in Kansas City prior to the war. They were: Wm. Holmes, P. S. Brown, M. D. Frefen and John C. Gage.

In 1865, the following came to Kansas City: John K. Cravens, Ermine Case, Jr., Henry N. Ess, J. W. Jenkins, J. V. C. Karnes, L. C. Slavens, C. O. Tichenor, A. A. Tomlinson, S. P. Twiss, D. S. Twitchell, and Wm. Warner. Others of more or less prominence doubtless came that year, and in 1866 there was a great influx of attorneys, and while it is not possible for a full compilation to be made at this date, it is not our intention to give even brief notes of all in this volume, but in the second volume, the history of the bar will be given more extended notice, and while a compiler may not make mention of all, and there will be omissions of some more worthy than those mentioned, the charge of favoritism should not be entertained.

As proof of an easy oversight, there now comes to mind two of the best known lawyers in Kansas City during the war, that is Judge Wm.

Holmes and P. S. Brown. The writer was personally acquainted with both of these men, and while the above paragraph was written as a closing one to the section on attorneys, the condemnation of friends would justly accuse us of favoritism if we omitted to say a few words about these two noble citizens of Kansas City.

P. S. Brown came to Kansas City in 1857 and in 1858 opened an office and for many years was the oldest resident attorney. He was a successful investor in real estate, and an attorney on titles with a knowledge of all the technicalities and changes effecting titles from the Indian days to date. His name was associated with many of the great enterprises which Kansas City fostered, and will be mentioned in connection therewith. Judge Wm. Holmes was born March 2, 1814, in Kentucky, practiced law in Shelby county, Missouri, until 1841, and then became a Methodist minister, preaching for eleven years in many counties of northern Missouri, moving to Shawnee county, Kansas, and practiced law there in 1857. He was two years assistant prosecuting attorney of Johnson county, Kansas, and in 1861 was commissioned by Governor Robinson as probate judge, and in 1862 moved to Kansas City where he formed a partnershlp with F. M. Black afterward Judge Francis M. Black. The firm name was Holmes & Black, and afterward he formed a partnership with O. H. Dean as Holmes and Dean and later Holmes and Ward.

John W. Reid, formerly member of the Kansas City Bar, came to Missouri from Virginia in 1841. He taught school and read law in Saline county, Missouri, but in 1846, went with Colonel Doniphan as captain on his celebrated expedition to Mexico, and upon his return in 1847, settled in Independence where he practiced until 1855, when he was elected to the state legislature, serving from 1853 to 1855. Author of the Constitutional amendment restricting the state's indebtedness not to exceed $30,000,000. Appointed on committee to revise the statutes of the state. 1860 was elected to congress, and in 1866 came to Kansas City, forming the firm of Reid and Napton. He had great real estate interests and did much for Kansas City, especially in railroad work. Mr. Reid died, November 23, 1881.

EARLY REAL ESTATE TRANSACTIONS.

Possibly the first company formed for the sole purpose of dealing in real estate was what was known as the West Kansas Land Company, who bought a large tract of land in the West Bottoms between Bluff and State Line streets, and laid it out in lots, but few sales were made before the war. Wm. McCoy was president and Sol. Houck was secretary and treasuer.

Case and Balis laid off Pacific Place, south and west of the West Kansas Land Company. The Missouri Pacific railroad built through this tract to connect with the Kansas Pacific railroad at the state line. L. K. Thatcher laid off the Depot addition south of Pacific Place, and

Thatcher's Depot addition lies south of the Missouri Pacific railroad and depot. Lots with a frontage of 25 feet sold originally at $50 per lot, but from 1868 to 1870 they advanced to $800 per lot. Turner and Co.'s addition in 1868 began to advance, for in 1868 the implement dealers commenced locating in the bottoms. The Moline Plow Co. in 1868 followed by Trumbull, Reynolds and Allen, and next Smith, Keating & Co. This vicinity soon became and continues to be the greatest distributing center for agricultural implements in the world. Ashburn's addition, uptown from Ninth to Twelfth and from Baltimore to Broadway was laid out in 1858, lots sold at $1.50 per lot, and after the war at $300 to $700 per front foot.

The Coates House foundation was laid in 1858. In Old Town, Missouri river to Sixth street, and from Troost avenue to Broadway, 1888 about $2,000 per foot, and in the vicinity of Ninth and Main $2,500 per foot. McGee's addition, bounded on the north by Twelfth street, running east to 130 feet east of Holmes, and thence south to Twentieth street and west 140 feet west of Main street and north to Twelfth street.

Colonel E. M. McGee laid off in 185 feet deep lots with a 49½ foot frontage which sold at $200 each in 1888, worth $10 to $15 per front foot. Desirable residence lots $250 per front foot in 1888.

King & Bouton's addition, thirteen acres, between 16th and 17th streets from Summit east to Broadway, lots sold in 1858 from $50 to $100 per lot, but in 1888 from $100 to $300 per front foot; $300 for lots fronting on Broadway.

John W. Reid's addition, bounded on the north by 12th street, east by McGee's addition, south midway between 14th and 15th streets and west by Broadway, sold in 1858 when laid out at $50 to $100 per lot, in 1888, $250 per front foot, and on 12th street $600 to $700 per front foot.

James H. McGee's addition, 40 acres on the south side of Reid's, laid out in 1858, and sold at $50 to $100 per lot and in 1858 an average price was $150 to $250 per foot.

Ranson and Talley's addition laid out in 1859, bounded on north by Independence avenue, east by Tracy avenue, south by 12th street and west by Troost avenue, lots sold in 1869 $50 to $150 each. No lots sold until 1869. Salisbury and Geary bought a block in this addition at an administrator's sale at $85 per lot and four of the best lots at $168 per lot. A few months afterward they sold the four at $300 each, and in 1888 worth $250 per foot.

Robert Salisbury purchased six acres lying east of Ranson & Tally's addition at $450 per acre, and in 1888 it was considered among the highest priced residence property in the city, ranging from $150 to $300 per foot. The compiler of these statistics bought the last fifty feet in this addition midway betwen Tracy and Lydia on 9th street at $130 per front foot cash in 1886.

Peery Place from 8th to 12th, Holmes to Troost, was laid off in 1857, but lots were sold only to negroes until 1870, at any low price they would bring. The first negro school was built on 9th and Charlotte in this addition and the block now occupied by the Auditorium and Charlotte from 8th to 9th had the negro shacks in the hollow, many adorned with coonskins. It was called "Coonskin Hollow."

This brief review of the principal additions in real estate is given to show its status in the early days prior to the war, and after the opening of the Hannibal bridge, the real building of the city began and its history in which the "booms" commenced will be recorded in Volume II of this series. The comparison of prices with the chief cities of the country will convince the most pessimistic, that Kansas City on real estate as a whole has always been within the reasonable bounds of a good, safe investment.

REAL ESTATE ASSESSMENT

Although the assessed value of real estate is not always an infallible indication of its real value, fluctuating as it does from time to time between certain limits, depending frequently on the whims of the assessor, yet that assessed value is more or less an accurate index of the real value of the property, and at the same time the demand for the property, especially when all the attendant circumstances are taken into account. A careful study of the increase of the assessed value of Kansas City realty is of importance, therefore, in connection with her remarkable growth commencing in 1846 and continuing through the period until 1870. The assessed value has been as follows: For 1846 it was $500,000; for 1858, $1,802,000; for 1861, $1,814; for 1862, $1,448,284; for 1863, $1,310,890. Thus was the lowest it reached during the war, indicating that the disturbances incident to the great conflict were most effective at that time. Assessed value for 1864, $1,698,460; for 1865, $1,922,670; for 1866, $3,587,875. Little change in 1867, but in 1868, $5,078,068. Rapid stride in 1869, when it reached $8,408,111, and in 1870, $9,629,455. The rapid growth as shown by the extension of these statistical tables, will be continued in the succeeding volume.

In 1839 the first plat of the town of Kansas was filed and in 1846 the second plat, and in 1847 the third plat of the "Town of Kansas," while in 1855 Hubbard's addition to the City of Kansas, followed in 1856 by McGee's addition. The first plat of Troost's resurvey block sixteen, old Town and Lykins' addition were filed in 1857. There were eighteen additions platted in 1857. Nine in 1858; nine in 1859; one in 1860; two in 1861; seven in 1865; twelve in 1866; four in 1867; ten in 1868, and eleven in 1870.

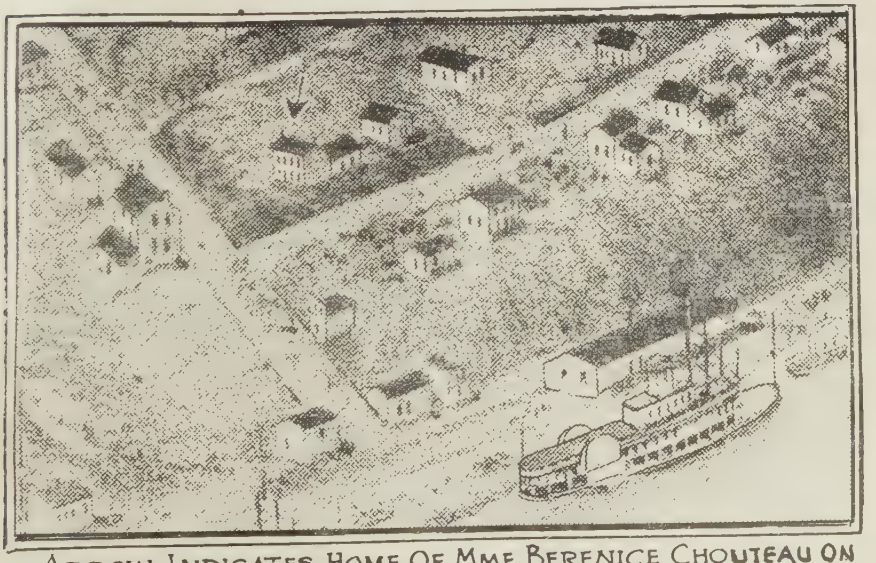
Abstractors, real estate exchanges, etc., are all of a later date, and men of unimpeachable qualiifications will be found in the lists.

There were but few firms engaged in the real estate business prior to the war, and among the first were Coats & Hood and Bouton & King,

of short duration, Mr. King retiring; S. D. Vaughn, built the Diamond Building at the junction of Delaware, Main and Ninth streets. It was known as Vaughn's Diamond, in which he died in 1870. Bernard Donnelly was also one of the early dealers in real estate before the war. Case and Balis were first after the war, commencing in 1866. Theodore Case was the partner of Mr. Balis. Munford & Fancher opened in 1867, but Munford retired soon, Fancher continuing for many years, and so far as these researches go these were the early pioneers in this business, which have been followed by hosts and hosts in later years. With this brief outline, in which the foundation was sunk deep into its rugged hills, as the "Town of Kansas," and its incorporation as the "City of Kansas" in 1853, we have endeavored to place before the reader the events and activities of our pioneers as they laid the foundation of a real city which has been erected thereon by their posterity since 1870.

THE EARLY CHURCHES.

In 1825, when in possession of the Indians, Wyandottes and other tribes, Jesuit fathers from St. Louis, pursuing the custom, and following out the Christianizing and aggressive spirit of the order, organized a mission near the mouth of the Kansas river. They built a log house near the foot of Troost avenue just below the bluffs in which they worshipped for several years. Father Roux came in 1830 and in 1835 purchased of a Canadian French man named Pierre La Libertia a tract of forty acres upon the hill adjoining the present site of the Catholic Cathedral and the Bishop's residence. A part of this tract was cleared of the heavy timber and a log



ARROW INDICATES HOME OF MME. BERENICE CHOUTEAU ON PEARL STREET, KANSAS CITY'S FIRST "QUALITY HILL," WHICH BECAME "HOBO HILL," RECENTLY GRADED AWAY.

church erected on the ten acres he sold to the church out of his forty, situated between Eleventh and Twelfth streets from Broadway to the bluff. The church was built on the west side of Penn, between 11th and 12th. It was 20 by 30 feet in size and cost $300, the most of which was given by Francis Chouteau, the father of P. M. Chouteau. The $300 was turned over to James H. McGee, the father and grandfather of the McGee families of Kansas City, and he erected the church, and a log parsonage about 16 by 20 feet near the church. Father Roux remained several years, and this congregation worshipped nearly twenty years in this little log church. They were mostly French Canadians and half breeds. The church records kept at the foot of Troost avenue were swept away in the flood of 1844. The earliest record known was a baptism in 1834 by Father Verrey.

Father Donnelly was given a field mission in 1845, which extended east to the Osage Mission and south to the Arkansas line, embracing all that vast territory in western Missouri occupied by the Osages, and other tribes. He resided at Independence, moving to Kansas City in 1855, and the next year, 1856, built the brick church at 11th and Broadway, the Church of the Immaculate Conception. Father Donnelly lived to December 14, 1880, and his labors and great work will be given in Volume II of this series.

METHODIST EPISCOPAL CHURCH, SOUTH.

This is the pioneer Protestant Church of Kansas City, having been organized as early as 1845. Colonel William M. Chick, father of Joseph S. Chick and Wm. H. Chick, Mrs. Wm. Chick, Reverend James Porter, and wife, and James Hickman were the first five charter members of this church.

Soon after its organization the society purchased lots on the south side of Fifth street about one hundred feet east of Wyandotte street for a sum said to be less than one hundred dollars, and made preparation to erect a house of worship. The building was completed in 1852 and dedicated by Bishop Paine. This was the first house of worship built by the Protestants in Kansas City, and for several years was used by various religious denominations for organization and worship. In after years it was referred to as the "Old Fifth Street Church." This was the only Methodist Church in Kansas City until after the war.

FIRST BAPTIST CHURCH.

Twelve charter members organized the First Baptist Church, April 21, 1855, with their names appearing on the records in the following order: Robert Holmes, Mary A. Holmes, T. M. James, Sarah J. James, A. L. Martin, Elizabeth M. Martin, D. L. Mimms, Martha Lykins, Dr. J. Lykins, Julia Lykins, Reverend R. S. Thomas, Elvira Thomas. Regular services were conducted alternately in the old court house and the school house, or in some other church building,

before the erection of their first brick church building at the corner of Eighth and May streets in the year 1858, which was completed at a cost of three thousand dollars, and known as the First Baptist Church. This building was occupied by the First Baptist congregation for more than twenty years, and the following ten pastors served its congregations: Reverend Robert Thomas, being the first, was followed by R. S. Dolan, J. B. Fuller, J. W. Warder, Joseph Maple, F. M. Ellis, J. E. Chamblis, J. C. Bonham, C. Monjeau and J. E. Roberts, its present pastor, in 1881.

CENTRAL PRESBYTERIAN CHURCH

This church dates its organization back to 1857, when a preliminary meeting was held in the old Barclay residence, then standing on the bluff near the southeast corner of Delaware and Third streets and at that time a petition was drawn up and prepared to be presented to the Presbytery of Lafayette county, requesting the appointment of a commission to organize the pioneer Presbyterian Church at Kansas City. The Reverends Symington and Bracken in response to the request, met with the original members first constituting the church and completed its organization in May, 1854, at the old Seminary home of Professor Thomas on 15th street between Wyandotte and Delaware (now Baltimore). Reverend Robert S. Symington was the first minister, serving the congregation three years, but afterward resided in California. Reverend John Hancock, Reverend George Miller, and Reverend Scott and others, completing the period until 1865, when J. L. Yantis, D. D., took charge of the church in October, 1865, with encouraging prospects. The membership in 1866 had increased to almost fifty from the original ten or twelve at the beginning. The first house of worship regularly occupied was located on Third street between Main and Walnut, but after several years because unsuitable, services being held in other places, and the congregation were worshipping in Long's Hall on Main street, when a lot was procured and during the ministry of Doctor Yantis, a comfortable frame church was erected on Grand avenue near Ninth street. About this time a number of members separated from this Church, forming a new organization now known as the First Presbyterian Church, which participates in this common history to this time. Doctor Yantis resigned in 1868, was succeeded by Reverend J. M. Chaney, who with others supplied the pulpit until August, 1869, when Reverend A. D. Maderia was called, and being duly installed as pastor, remained for twelve years. The first duly elected officers of this church in 1857 were: W. P. Allen and C. M. Root as elders; J. C. McCoy and S. J. Platt, deacons. Later George R. Peake, G. Bird, T. K. Hanna, T. B. Lester, T. B. Boteler, J. W. Byers and J. M. Lowe were elders. Deacons, C. D. Lucas, Wm. Peake, Wm. C. Duvall, W. H. McGillivray, T. F. Willis, and W. S. Bird.

FIRST PRESBYTERIAN CHURCH

This church is a separation from the Central Presbyterian Church organized in 1857. They were unfortunate with buildings passing through fire and storms, four edifices being destroyed, upon which some $18,000 had been spent in their erection. Original site was on Wyandotte near Seventh, but after the third building had burned, the location was abandoned, lots sold and property purchased on Grand avenue between Tenth and Eleventh streets, where a building was erected in 1869-70 under the pastorate of Reverend Robert Irwin, at a cost of some three thousand dollars. Since enlarged. The Church was originally organized with fifteen members, and has a prosperous history for many years, which will be noted in the next volume of this series.

SAINT MARY'S CHURCH

This was the earliest organization of the Episcopal Church of Kansas City, Reverend J. I. Corbyn began his labors here in 1857, organizing the society in December of that year known as St. Luke's Parish. The communicants were few, but after the donation of a lot, and foundation had been laid, it was finally abandoned, Mr. Corbyn resigning. In 1860, Reverend C. M. Calloway resumed charge of the work and services were held on Market street, until the beginning of the war. In the spring of 1865 efforts were made to assemble the scattered members, and in the fall the Reverend Joseph Wood, of Coldwater, Michigan, received a unanimous call to the rectorship of the Church. He commenced his regular labors and services in January, 1866. The services were conducted in the Fifth Street Methodist Church every Sabbath afternoon.

On Easter Sunday, 1866, April 1, for the first time in five years the full service of the church was rendered, an organ being used by the choir, being the first instrument of the kind ever used in Kansas City. In 1867 a neat frame building was erected at the corner of Walnut and Eighth streets, was finished and occupied in August of the same year. A Sabbath school was organized, and the consecration ceremonies occurred April 29, 1869.

FIRST CHRISTIAN CHURCH

This organization and the building of a church commenced in 1858, the church being completed the following year, situated at the corner of Twelfth and Main streets, and was used for more than twenty years. This church has a wonderful history in later years, but little is given of its activities prior to 1870. Reverend H. H. Haley, G. W. Longan, J. W. Montjoy and Alexander Proctor are among its early pastors.

GERMAN EVANGELICAL ST. PETER'S CHURCH

This was organized in 1865, and belongs to the German Evangelical Synod of North America. Church building east side of Walnut

between Ninth and Tenth streets. Built in 1866, costing between three and four thousand dollars.

The church was dedicated in 1867, by its pastor, John C. Feil.

GRAND AVENUE M. E. CHURCH

This society was organized by Reverend Mr. Wesley in 1865, and worshipped for about one year in an old frame building between Twelfth and Thirteenth streets on Walnut street. During the war in 1863, a society of forty members had been gathered in Kansas City and vicinity under Reverend A. H. Powell. A corner of Sixth and Walnut streets had been secured for a church site, but during the war the society discontinued and the lot was sold. It was reorganized in 1865, with about thirty members.

Reverend S. D. Griffis took charge in 1866 and they commenced regular services in an upper room of a frame building on Main street, west side between Eighth and Ninth streets. During this year a lot on Walnut street was secured for a church, but was afterward disposed of and the present site at the corner of Grand avenue and Ninth street was purchased. The foundation was commenced and suspended for lack of funds.

In the spring of 1867 Reverend J. N. Pierce came to Kansas City and took charge. A wooden tabernacle was built on Delaware street between Tenth and Eleventh streets (now Baltimore avenue) near the English Lutheran Church, in which the society worshiped until the basement of the church on Grand avenue was so far completed as to admit occupancy, in which meetings were held for two years under the first pastor, Reverend Mr. Pierce, followed in 1869 by Reverend J. W. Bushong.

SECOND PRESBYTERIAN CHURCH

The New School Presbytery sent Reverend Timothy Hill as the first pastor of this church after its organization in 1865, by Reverend A. F. Norton, D. D. The pastor in 1866, secured nearly four thousand dollars and erected the first church on Wyandotte between Eighth and Ninth streets. The ten orginal members of this organization consisted of T. W. Letton, C. F. Smith, Mrs. Seth Coleman, Mrs. P. Arnoldia, Mrs. Sarah A. Waterman, Mrs. J. K. Cravens, Mrs. Q. N. Smith, Mrs. C. N. Bontill, Miss Mary E. Smith, and H. R. Crowell. In 1869, Doctor Hill relinquished his pastorate to take charge of the Home Missions in Kansas and New Mexico. He was followed by Reverend C. D. Notto. This is the brief sketch of the early history of the great Second Presbyterian Church which was erected in later years on Central street.

UNITED PRESBYTERIAN CHURCH

In 1866, Randall Ross, a western war correspondent, visited Kansas City, and upon inquiry found several families of this denomination. From his report to the Presbytery, the first preacher, Rev-

erend Matthew Bigger of Warrensburg, Mo., was sent here in 1867, by the West Missouri Presbytery to canvass the city in the interests of the chuch, and upon a favorable report the Presbytery established a Mission station here in April, 1868, and the same year in June, W. C. Williams was the stated supply. It grew, and in March 12, 1869, the congregation was organized with twenty members. An appropriation of $5,000 had been granted by the general assembly, and a church was built on Walnut street between Ninth and Tenth streets. It was dedicated the third Sabbath in February, 1870, by Reverend Robert Irwin, pastor of the First Presbyterian Church of Kansas City.

FIRST CONGREGATIONAL CHURCH

The Puritans were not so welcome as many others in the early settlement of Kansas City, hence we note the Reverend R. D. Parker, then pastor of a Congregational church, engaged in mission work in Kansas City, soon after the war, and in 1866 the Reverend Lewitt Bartlett came to Kansas City, under the auspices of the American Home Missionary Society for the purpose of carrying forward the work already initiated by Reverend Parker, and of establishing a Congregational Church.

January 3, 1866, the church was organized with the following named persons being the original members: Reverend Lewitt Bartlett, Mrs. Emily Bartlett, Mrs. Caroline S. Scales, Edward Vaughn, Mrs. Mary C. Vaughn, W. P. Winner, Mrs Mary Winner, Mrs. D. A. Williams, M. B. Wright and Jonathan Copeland. The church structure a frame building, and the lot cost about $4,500, erected in 1866, and dedicated June 24th, the same year by the Reverend E. B. Turner of Hannibal, Mo., then Home Missionary agent of Missouri. The first church was erected on the corner of Grand avenue and Tenth street, and was the original of the two great churches built by this congregation at Eleventh and McGee and Admiral and Highland avenue.

ST. PETERS AND ST. PAULS CHURCH

This is a German Roman Catholic church built by Father N. Gross in the year 1867, sent from St. Louis to establish a new parish. Father Gross had charge until 1870.

FIRST ENGLISH LUTHERAN CHURCH

This church was situated on Baltimore avenue near Eleventh street, erected in 1867, costing about $8,000. It was built in Gothic style, the interior being tastefully and handsomely decorated, and capable of seating two hundred people. It was possibly the most costly church edifice up to this time in Kansas City. It was organized April 4, 1867, with Edward Stine and wife, J. S. Schell and wife, J. W. Keefer and wife, S. Tholander and wife, Edward Dively and wife, A. Raub, Daniel Scholl, Melinda Hendricks and Mary Miley as charter members.

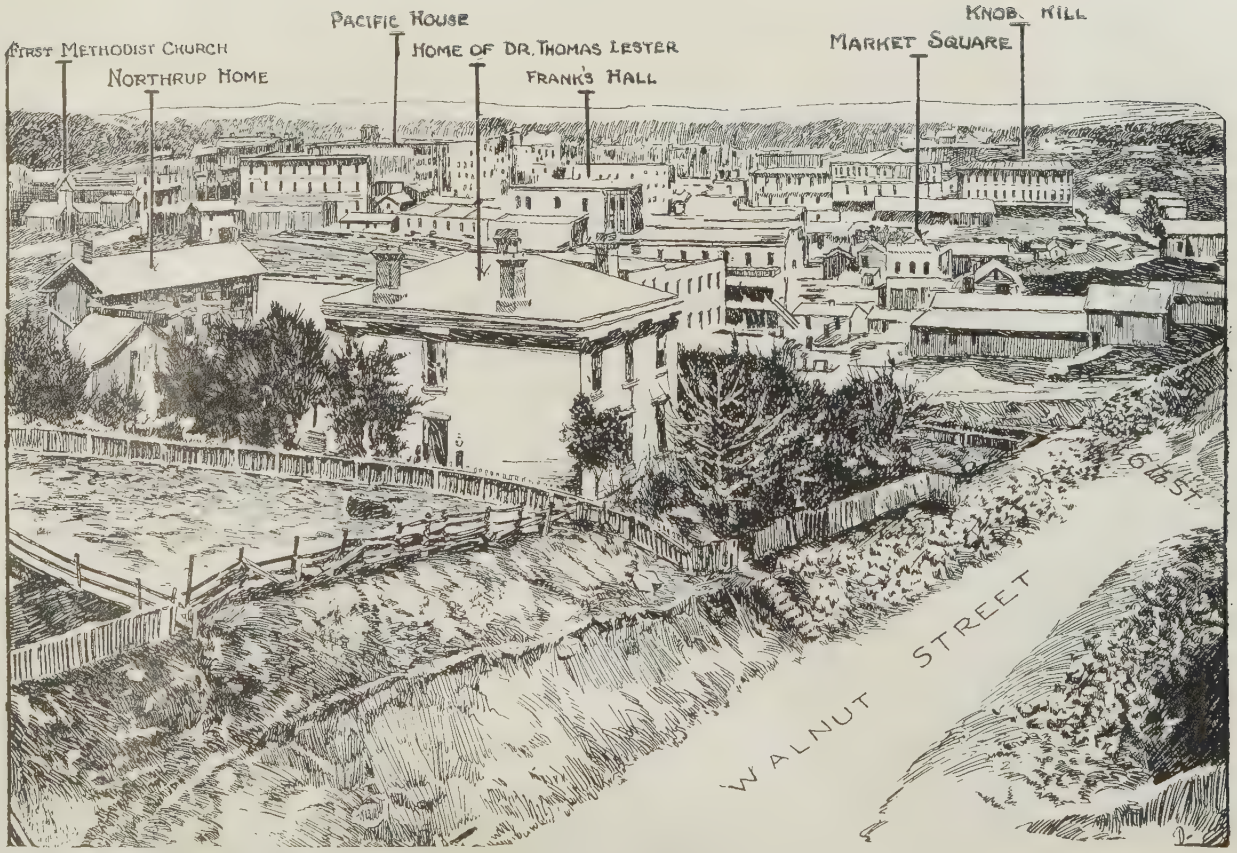
In 1868 Reverend Doctor Conrad, of Philadelphia, conducted the dedicatory services; Reverend A. W. Wagenshals then being pastor. This was quite a prosperous church in after years.

FIRST UNITARIAN CHURCH

In the summer of 1868, Henry N. Smith, Agnes Smith, E. D. Parsons, Amos Towle, G. S. Morrison, Alfred Pirtle, Ross Guffin and Henry A. White met and organized the First Unitarian society of Kansas City, but as their building at Eleventh and Baltimore was not completed until 1871, it is beyond the scope of this volume.

There were several churches organized in 1869 but as they were not complete at the time of the closing of this volume, 1870, they are omitted, but their history, as well as the completion of all churches mentioned briefly in this volume will be extended in the next volume of the series. Trusting these briefs may be scanned critically by every one most familiar with their own church history, in order that corrections may be submitted to the author in time for insertion in the next volume, the mistakes are unavoidable at this late date, and if you know of such mistakes, and fail to report the same, after this opportunity is given you, we can only admonish you as in the marriage ceremony that you will ever hereafter hold your peace. Trusting the church people will heed this request, this is submitted.

THE GUINOTTE HOME WHICH STOOD AT THIRD AND TROOST



WALNUT ST. AT 6TH ST. WITH PERSPECTIVE, 1868.

CHAPTER XXV

RAILROAD PROJECTS PRIOR TO THE CIVIL WAR

Board of Trade; W. H. Miller, Secretary, His History. California Gold Rush. Continental Railroad Necessity. St. Louis Convention, 1849. Hannibal and St. Joseph Railroad. Great Activities, 1855. Pacific Railroad. Hannibal and St. Joseph, Incorporated Prior to 1852. Pacific in 1852. Kansas City, Hannibal and St. Joseph, 1855. Kansas a Territory, May 30th, 1854. K. C., St. Joe & C. B.; K. C., G. & L. S. Kaw Valley Railroad. Robert J. Lawrence. First Railroad Surveyor. Col. E. M. Samuels. Liberty, Mo. K. & K. C. Railroad. Convention at Linneus, 1856. John W. Reid Secures Charter January 6, 1857. John C. Shoemaker, Surveyor. N. O. S. & K. C. Railroad. Missouri Pacific, Survey K. C., K. & L. S. Completed July 11th, 1857. Panic of 1857. Spirit of Times, 1858. R. T. Van Horn. Platte County Railroad in 1858. Pacific's Dallying Policy. Transcontinental Memorial Home. Roads of 1859. Great Parade, Railroad Convention, 1858. Minor Interests. Governor Stewart. Convention in Topeka, 1860. Spring of 1861 War.

PART TWO—AFTER THE WAR

Union Pacific. Intrigues of Leavenworth. W. H. Hallett. S. W. Bouton. Activities of 1864, March 24, 1864. First Locomotive. North Missouri Company. Population, 3,500. Leavenworth, 18,000. Bushwhacker Troubles, 1865. Ft. Scott Railroad. Indian Relations in War. Kansas City and Cameron Revived. Missouri Pacific Opened Sept. 21, 1865. Opposition. Roads in Kansas. Col. Chas. E. Kearney. Charter for Bridge. Cameron Railroad. Hayward's Treachery. Gen. John W. Reid, Col. Theo. S. Case, Col. Kersey Coates. Col. R. T. Van Horn, under Col. C. E. Kearney, Saved Cameron R. R. and Secured Bridge. Seven Roads Into Kansas City at Close of 1869. Opening Hannibal Bridge, July 3rd, 1869. Kansas City & Memphis R. R.

In approaching this subject, the writer does so with confidence that the subject is worthy of his best efforts, and while it must be condensed in this volume, and many convention details eliminated, nevertheless, this curtailment, we trust, will not detract materially from the general history, so that there may be given such an accurate relation, as may be acknowledged as covering it sufficiently.

The unparalleled growth which had pushed Kansas City to the front, as the leading city along the Missouri river, with her superior steamboat landing facilities, as well as the fan-like expanse of territory extending from the Platte river on the north and northwest, and the Rocky mountains on the west, and the border of New Mexico and Texas on the southwest, which had given her in those palmiest steamboating days, that immense commerce, were soon to be superseded by more rapid transportation, and her supremacy would not long endure if she slackened her pace and failed to meet the unending competition, that was the life of all border towns.

We have given in a former chapter the formation of the first Board of Trade, and the orgaization of the first Chamber of Commerce, and while their statistical activities were not always kept in available shape prior to or during the war period, one of their secretaries in a later period, devoted some years to writing a history of Kansas City, issued in the year 1881.

This reference is made to W. H. Miller, who was secretary of the Board of Trade for sixteen years or more, from 1873 to 1889, and in his excellent history devotes the greater part of some fifty pages to the unparalleled railway system of Kansas City, and believing Mr. Miller's facilities were superior to any other man of that time for writing and compiling an accurate and reliable railroad history of Kansas City, we do not hesitate to acknowledge, the narration of the inception of the railroads of Kansas City will aim to follow so far as space will admit, Mr. Miller's lead herein.

THE CALIFORNIA GOLD RUSH

The discovery of gold in California in 1849, and the consequent mad rush from every section of the entire nation, to reach that land of hidden treasure, the Eureka State, by the quickest route possible, overtaxed the capacities of every known route then utilized, some from the Eastern states going around the "Horn" in sailing vessels, the most stormy spot on the seven seas; some going by the isthmus of Tehuantepec or Panama, others the Santa Fe and Oregon trails, any one of them taking from three to six months to reach their destination.

The relation of the experiences of the '49ers, as they became known from the stories told by the survivors, and the evidences that so far as the wealth of the sunshine state had not half been told, aroused the whole nation to the necessity of building of a transcontinental railroad, from the Atlantic to the Pacific.

The literature of the nation has been enriched and the shelves of our libraries are crowded today with the relations of the untold hardships, the thrilling adventures of thousands who braved the storms around Cape Horn, or battled across the perilous swamps of the isthmus, or of the greater number who left their companions to die upon the bleak plains or succumb to the fearful snow storms and blizzards amid the canyons and gulches of the Rocky and Sierra mountains. This cry coming back from the Eureka state, started the universal demand for quicker transportation from the eastern to western border of the nation.

Even prior to this date Senator Thomas H. Benton had been advocating for years the necessity of a great transcontinental railroad to the Pacific ocean, and this agitation culminated in a convention tion, held in St. Louis in 1849. Railroads were then approaching St. Louis, and heading toward the Mississippi from the East at other points. The general settlement of the country, the proof of its productiveness beyond any experimental stage, had become so apparent that the transportation, by wagon, of its products to market had become obsolete, yet this was the only means, except in close proximity to its navigable rivers. The central and western parts of the state were accessible by steamboats on the Missouri river.

The Pacific railroad from St. Louis to the western line of the

state was chartered in 1852, and its very name signified the thought of its founders, was ultimately a terminus at the Pacific ocean. The Hannibal & St. Joseph railroad had been chartered some time before, through the influence of R. M. Stewart, afterward governor.

For reasons heretofore given of the superior location of Kansas City, and her ever increasing commercial trade, she must strive for the concentration of a great railroad center, that eventually must be fixed at that point on the Missouri river, from which the future trans-continental trains should start for the Pacific coast. The future of this railroad concentration would eventually control the destinies of the cities upon its border.

St. Joseph had made a start in chartering one railroad, and this second one was now starting from St. Louis to some undesignated point on its western line, the effect of the one was feared, and the location of the second was closely watched with much apprehension, and summing up the conditions, our people realized they must make a strenuous effort to secure the Pacific, and to tap the Hannibal & St. Joseph so she would at least share every advantage the latter hoped to gain.

In 1855 the activities aroused in railroad schemes had not been equaled by any community, and the enormity of the work done was marvelous for a town of less than 1,000 people.

From this time our aim will be to present the agitation and progress in this class of enterprise in the order of its occurrence, 1855. About December first, the current news from Jefferson City made known a bill had been passed by the legislature granting state aid to certain railroads, among them being the Pacific. This news was received with great satisfaction here, as it was expected the road would be immediately pushed through, and Kansas City was reasonably sanguine in securing its terminal.

In the same month and year December, 1855, a bill was passed by the Missouri legislature incorporating the Kansas City, Hannibal & St. Joseph Railroad Company, for the purpose of building a road to the nearest point on the Hannibal & St. Joseph railroad. The following were the incorporators: Doctor Benoist Troost, W. H. Chick, M. J. Payne, A. J. Martin, Thomas H. Swope, Joel Walker, H. J. Richards, J. Riddlebarger, Alex Gilham, Gains Jenkins, W. J. Jarboe, Jos. C. Ranson, J. W. Ammons, S. W. Bouton, Doctor J. W. Lykins, Doctor T. B. Lester, D. K. Abeel, J. W. Summers, J. A. Finley, and Wm. A. Strong. Governor Sterling Price vetoed the bill, but it was passed over his veto, and was the first move to secure what was afterward known as the Cameron branch.

This beginning started the agitation in western Missouri, and many towns held meetings to discuss railroad projects, and as it spread to Kansas, projects were soon forthcoming from Lawrence, Leavenworth and Atchison.

The first Kansas legislature in 1854 chartered the Kaw Valley railroad to run from Kansas City to Fort Riley, on the south side of the Kaw river.

KANSAS CITY EARLY RAILROAD PROJECTS

The Kansas City and St. Joseph railroad was chartered some time prior to 1855, the earliest inception of the Kansas City, St. Joseph and Council Bluffs railroad. The Galveston Bay railroad was agitated in 1855, and was afterward known as the Texas Central, and in 1867 a company was organized here with the projection of a railroad from Lake Superior to the gulf, known as the "Kansas City, Galveston and Lake Superior Railroad Company." Its name designated it's purpose and a line from Lake Superior through Kansas City to Galveston. Doctor J. Lykins, Jos. C. Ranson, R. T. Van Horn, Robert T. Lawrence and S. W. Bouton were its first board of directors. Doctor Lykins was president, R. T. Van Horn was secretary, and Kersey Coates, treasurer.

January 12, 1856, the stock subscription books of the Kansas City, Hannibal and St. Joseph Railroad Company were opened, and at that time they expected the road to be located in March and constructed within two years, and would prove of great importance, as the most direct route for immigrants to Kansas. A committee of J. Riddleberger, Jos. C. Ranson and J. C. McCoy was appointed to meet with E. M. Samuels, of Clay county, to survey the route, Clay county agreeing to pay one-half the expenses if Kansas City would pay the other half. This proposal was promptly accepted.

The Kaw Valley Railroad Company was organized January 27, 1856, with E. F. Perry, W. H. R. Lykins, J. C. Ranson, Wm. A. Hopkins, J. M. Ashburn, Kersey Coates, Doctor J. Lykins, David Hood, and Thos. H. Swope as directors. Doctor Lykins, president and Kersey Coates, secretary and treasurer. Road to be built on the south side of Kaw to Fort Riley. There were 300 shares of stock subscribed at their incorporation meeting.

1856—On the 5th day of July, the directors of the Kansas City & St. Joseph Railroad Company engaged Robert J. Lawrence to survey and locate the line, and a week after work was commenced, and an agent appointed to solicit subscriptions to stock. July 4, Colonel E. M. Samuels addressed the people of Liberty on behalf of extending the road to Keokuk, Iowa, and on the 9th he addressed the people of Kansas City on the same subject.

On the 19th of July the first mention in Kansas City was made of the Napoleon and Kansas City railroad through a letter from Doctor F. A. Rice of Keysburg, Kentucky.

The same day the survey of the Kansas City, Hannibal & St. Joseph railroad was finished to Fishing creek, and on the 26th Jos. C. Ranson called on the subscribers for the expense of the survey.

On the 4th of October the directors of this road reorganized

under the general incorporation laws of the state, as the Keokuk and Kansas City Railroad, and asked the people to assemble and memorialize the city council to order an election, to vote $150,000 stock in it. Election on the 14th carried almost unaminously. Keokuk voted $45,000 and it was estimated $900,000 could be secured along the line, besides $10,000 individual subscriptions in Kansas City, and Clay county. At a meeting in Kansas City November 10th of the directors of the Kansas City, Hannibal & St. Joseph R. R. the incorporators received the report of Robert J. Lawrence and were pleased with it.

On November 20, 1856, a convention was held at Linneus, Mo., the Kansas City men attended. Mr. Lawrence's report extended only to the line of the Hannibal & St. Joseph R. R. Besides the delegates from Kansas City and Clay county there were delegates from Keokuk, also from Scotland, Lewis, Adair and Linn counties. Doctor W. A. Hopkins, Kersey Coates, Jos. C. Ranson, T. M. James, S. W. Bouton, Robert J. Lawrence, M. B. Hedges and R. T. VanHorn. Colonel Van Horn was elected secretary. This convention resolved the road was necessary and must be built, and appointed a committee to obtain a charter from the Missouri legislature. That committee was Colonel E. M. Samuels of Clay county, and Kersey Coates and R. T. Van Horn of Kansas City. W. Y. Slack of Chillicothe was appointed agent and an assessment of $3,000 was made to pay the preliminary survey, to be made by the Kansas City, Hannibal and St. Joseph Railroad Company. This convention was followed by many enthusiastic meetings along the proposed line, and subscriptions of stock by most of the counties. January 2, 1857, John W. Reid of Kansas City introduced a bill to incorporate this company in the Missouri legislature which was passed on the 16th, though with some opposition, as it terminated in a free state, it would become a conveyance for runaway slaves. So soon as the Governor signed it, books were opened for subscriptions in Kansas City and 250 shares were subscribed immediately.

In January, 1857, the Kansas City and Galveston road was chartered by the Missouri legislature, and John J. Shoemaker commenced the survey from Kansas City, north through Platte and Clinton counties, and enthusiastic meetings were held at Plattsburg, Smithville and Barry.

In December preceding (1856), General Duff and party bought up the stock of the Kansas City-St. Joseph railroad, and March 3, 1857, a bill was passed by the Missouri legislature, having been introduced by General Reid appropriating $75,000 for it, under the name of Platte County Road, by which it was afterward known. One-half of this sum was to be expended on the line to St. Joseph and the other half on the Iowa extension.

In March, 1857, the Louisiana legislature passed a bill to incor-

porate the New Orleans, Shreveport and Kansas City railroad line to touch the points named and run along the line between Arkansas and the Indian Territory, and thence along a line between Kansas and Missouri. Among the incorporators named in the bill are found Kersey Coates, Doctor Lykins and E. M. Samuels of Clay county.

On June 2, 1857, Mr. McPherson of the Pacific railroad, visited Jackson county and promised to complete the road to Kansas City in eighteen months, provided Kansas City would give $150,000, and Independence $50,000, and these amounts were promptly voted.

The Kansas City and Keokuk railroad completed its organization on July 6, 1857, by electing Kersey Coates president, Jos. C. Ranson vice-president, S. W. Bouton, secretary, and Robert J. Lawrence, engineer.

The survey of the Kansas City, Galveston and Lake Superior road was completed to the line of the Hannibal and St. Joseph road by Mr. Shoemaker July 11, and the estimated cost set at $22,000 per mile.

These with others contemplated, but still in the embryo state as roads to the Pacific ocean, and one to Santa Fe were in brief the early roads mapped out. Truly a grand array in its conception, and grander still when one contemplates the audacity with which it was presented by the little town on the frontier with less than 1,000 inhabitants, and not a railroad within 200 miles of it. At this day the struggle for its realization is grander still, but the grandest of all, it has resulted substantially in its complete fulfillment.

This was all done before the financial crash came in the summer of 1857, sweeping away not only all credit but currency as well, with the single exception Kansas City rested upon her border money, and all enterprise stopped here and elsewhere. No further efforts were made until following spring, so that her cherished and hopeful enterprises were held in warm remembrance.

THE SPIRIT OF THE TIMES

At a Christmas supper, 1857, R. T. VanHorn, editor of the Kansas City Journal, made the following address drawing out the above heading, in response to the toast, "Railroads and the Press—Twin Brothers in American Progress and Development." He said:

"The meeting had imposed upon him a task, a response to which might necessarily involve somewhat of egotism, for as regarded the press, he felt that it was speaking somewhat of self, when he touched upon the habit of his life; but in regard to railroads no such delicacy existed.

"It might seem strange to some gentlemen who had not yet waked up from the effects of the sedatives their mothers administered to their infant necessities, that any one should attempt to speak of Kansas City railroads, when not a mile has yet been built leading

from its boundaries. It is true, as yet, we have only charters, but there never was a railroad built without a charter—so we have at least taken the first step. But we have taken a second step. We have made very thorough surveys of two routes, and have made large subscriptions of stock. The intellect of the city has mapped out a railroad chart for Kansas, covered it with charters, and secured them advantages beyond the power of any interest to cut off. We have not a charter of the seven roads entering here that is not secured forever by the vested rights of their stockholders—there is no city or town in American history that has done so much in the short space of two years. * * * Railroads involve a philosophy in the progress of the world that is fruitful in study. We, living in this rushing age, lashed to the car of progress and borne ahead by the whirl of events, are too apt to forget what the world once was in the days of pack horses, Connestoga wagons, broad horn river craft—and what it now is in those countries where primitive modes of transportation still exist, and where the camel and ass are the 'ships of the desert,' and the broad horns of the valleys of the old world—and where even men are bred and trained for the transport of merchandise between distant cities. In those old countries courts built cities, and the decrees of despotic rulers obliged whole empires to pay tribute to their licentious capitals. There it was that Nineveh, Bagdad, Constantinople and the ancient seats of commerce and wealth rose to eminence. Here the people establish their own commercial capitals, and the seats of our republican courts are enlivened only at intervals by representatives of her commercial marts and rural plains who seek the quiet and seclusion of her civic halls for consultation upon common interest. Washington, Columbus, Springfield, Jefferson City and Baton Rouge are the capitals of our rulers—New York, Cincinnati, Chicago, St. Louis and New Orleans are the metropolitan cities of our people. God has marked out by the topography the lines of commerce, and by the ranges of mountains and course of rivers has fixed its centers and marts—and it is by studying these tracings of the Almighty's finger that the pioneer of trade and the herald of civilization has selected the site of these gigantic cities of the Republic, and which has fixed upon the rock-bound bay of the Missouri and Kansas as the last great seat of wealth, trade, and population in the westward march of commerce toward the mountain basins of the Mississippi and Pacific.

"Since the days of Columbus, commerce and enterprise has been seeking the west. West, west, has been the watchword over the Atlantic, up the Potomac, across the Alleghanies, down the Ohio, over the Mississippi, up the Missouri. It is found at last. Kansas City stands on the extreme point of western navigation—it is the West of commerce: beyond us the west must come to us overland. I say again—the west at last is found. (Enthusiastic and prolonged applause.)

"We are now passing through the ordeal of early St. Louis. Surrounded by rivals that control public sentiment to a great degree, and with the legislation of the country against us, we are still outstripping all precedents, and surely and swiftly rising to metropolitan proportions and power. We are in the central parallel of population and production, and as sure as the sun in his course imparts to our valleys and plains the richest of his fructifying rays, just so sure will our fortune be great and certain. Without intending to touch upon political topics, I must be permitted to say that Robert J. Walker, in what he said of the isothermal line, uttered a great truth and exhibited greater wisdom than in anything else he said in Kansas. It is upon that line that population must center. It now contains two-thirds of the population and four-fifths of the cereals of the world. Thus the law of population itself will bring the great Pacific railroad up the Kansas Valley, for through that valley will flow three-fourths of the emigration westward—and this is one of our chartered roads; another leading to Galveston on the south, bringing us nearer to tide-water than are St. Louis, Chicago and Cincinnati, and shortening our present distance fifteen hundred miles; the Platte county road and the Keokuk road, reaching from the northwest and the northeast, the Pacific road east, now half completed to the valleys of the Ohio and the basin of the great lakes; and the Memphis road penetrating the cotton regions of the sunny south—these roads will, when all opened—as they will be open up to Kansas City, a mine of wealth unsurpassed by any city in the world, bringing within seventy hours of each other the cotton, sugar and stock of Texas, the robes and furs of the plains and mountains, the manufactures of the East, and the lumber and copper of the Mississippi and Lake Superior.

"But I am asked by a certain class where is the money to come from? I will answer that, twelve years ago Chicago had a population less than ours now is, and was without a mile of railroad. Now she has a population of one hundred and thirty thousand, and over ten thousand miles of railroad radiating from her wharves in every direction—and all this has been accomplished without the expenditure of a single dollar of her business capital. Let the world know of us as it did of Chicago, that here is the commercial center, fixed by the laws of nature herself, and the capital of the world will stretch out its iron arms for our commerce—the roads will be built. Let us work westward—that is the word for Kansas City—and the first snort of the iron horse as he bounds away for the headwaters of the Kansas will be the herald for the swift completion of the iron highways of commerce with the East." (Enthusiastic cheering.)

COMPLETE HARMONY OF KANSAS CITY PEOPLE

Notwithstanding the animosities created by the border troubles,

Kansas City people became closely united to gain commercial supremacy over the border towns. As early as 1855 they were welded into unity for the common good, that remained unbroken until the Civil war.

During this period, from 1855 to 1860, the city moved as one man, or as a corporation in which there was no faction. The business season was in summer, while in the winter all proposed enterprises were discussed and set in motion. The activity in all directions was continually keyed up to the highest pitch, but there was none more than railroad projects, and in the early spring of 1858, the activity along these lines again became prominent.

In May, 1858, the Platte county enterprise was the first to attract attention, and many meetings were held in Kansas City and along the proposed line of the road. An engineer was employed and the survey completed to St. Joseph and by way of Platte City to Kansas City, that summer.

The same month the new directory of the Pacific road caused it to be located between Pleasant Hill and Kansas City. This road had a way of coquetting with the people along its right-of-way, since it had reached Jefferson City, that is it would not make its permanent location until it made the counties bid up on each other until the last dollar had been secured. Then it gave the road to the highest bidder. As its terminus on the western state line was not fixed, Cass and Jackson counties became contestants for it. After getting them to put up their last dollar, it accepted the aid of both, locating the line to Kansas City by way of Pleasant Hill in Cass county and thus fulfilled its contract with both. It has since been extended beyond Kansas City, and a line built westward from Pleasant Hill, and thus Cass and Jackson counties have been deprived of what they expected to get, the western terminus of the road.

THE TRANS-CONTINENTAL ROAD TO THE PACIFIC

The idea of a railroad to the Pacific ocean which seems to have first been suggested by Fremont, (or perhaps Benton or William Gilpin) gained formal and popular shape by the great railroad convention held in St. Louis in 1849, and was now being much discussed in Kansas City. It was argued in justice to the trade of the country and the treasury, the only solution dictated the Kaw valley route. It was held by this route half the trans-continental line was already completed, from the Atlantic seaboard to St. Louis, and thence westward there was available a succession of rich valleys like those through which passed the Baltimore and Ohio, and Ohio and Mississippi railroads; that the route was most central, the easiest of construction, and embraced the lowest and most available passes through the mountains. Kansas City had made a strenuous effort to get this route recognized by the establishment of the overland mail, which had been discussed in Congress in 1856-7-8.

Her sectional position, however, was not favorable, for Congress was then under the dominence of the South, which could not comprehend there was anything north of the slave states worth considering, and held a route to be central, must be central to the country south of the Mason and Dixon line. St. Louis even favored this view, and lent her influence to a route via Memphis and Little Rock and thence across the Llano Estacado. At the same time the northern members of Congress, equally sectional as the southern members, wanted the Pacific railroad to start from a point on the frontier, west of Chicago. Kansas City was thus placed between the two extremes, but undaunted by these powerful forces against her, undertook the task alone and in July, 1858, her Chamber of Commerce prepared a memorial to Congress, entrusting its delivery to Washington to Robert T. VanHorn, the optimist of the enthusing Christmas speech. This memorial to Congress on the central route, was no doubt the most thorough, exhaustive and unanswerable presentation if its advantages, ever sent to Congress by any central or western city, and would be given here on account of its historic value did our space permit, but we will have to content ouselves with the headings, showing its complete exhaustion of every argument. The general scope will be given, and for the searcher after the full text it may be found in the Public Library, in Miller's History of Kansas City, pages 81 to 91.

MEMORIAL

"To the Senate and House of Representatives in Congress Assembled:

"Your Memorialists, the Chamber of Commerce of the City of Kansas, State of Missouri, would most respectfully represent that we are deeply interested in the question of the construction of a railway to the Pacific ocean. We are situated on the central geographical line of the continent, as well as of the Union, and believe that such line is best adapted for the construction of a railway. We adopt the premises that facilities for construction being equal, it is the duty of the government to construct said road on the most central route, as by so doing all parts of the Union would receive more equal benefits. Believing this to be not only the duty but the inclination of the government, it will be our purpose to show that the central route, or, definitely, the route by the valley of the Kansas river is not only as practical as any other projected route, but that it is the only route that posseses all the requisites for constructing, maintaining and operating a railway across the continent of North America. In order to present this subject in all its elements, it will be proper to consider in the order of its geographical position, climate, capacity to support a population and its topographical adaptation for railway construction,

ITS GEOGRAPHICAL LOCATION

Under this heading the parallels from the 29th to the 49th, is

taken showing the 39th, the Kansas valley parallel, to be the central. They conclude their argument of one and one-half pages, under this heading with this paragraph—

"Is it just thus to retax the energies of the people to the extent of $20,000,000 or $30,000,000 to secure commercial facilities they have already provided? By the selection of either of these routes (two described above), it would force upon the country the task of reconstructing their whole system of roads, or of doubling their extent in order to reach the great channel of continental commerce and transportation."

CLIMATE AND POPULATION

Under this heading in three pages is given an exhaustive treatise on the superb climate of the states embraced within the parallels of the states, with every phase of the subject given necessary for an easy and comprehensive understanding, deduced from known government reports. The population of the different territory through which it would pass, at present as well as its possibilities of the future in population and production from soil and mines.

THE TOPOGRAPHY OF THE ROUTE, GOVERNMENT EXPLORATIONS, ETC.

To this two pages is given, and references to the government reports, all familiar to well posted Congressmen. They close with this sentence:

We know the route because we use it; and we know its eminent advantages, for we have found its profit.

THE MOUNTAIN DIVISION AND PASSES

This section covers more than three pages, giving our experience in pack trains and caravans, showing very conclusively our people were thoroughly conversant on the subject, for we claimed such explorers, mountaineers, guides and prophets as Kit Carson, Jim Bridgse, Colonel John C. Fremont and Colonel William Gilpin, any one of whom would have considered it a pleasant holiday pastime to have conducted or accompanied the engineers of the Great Continental Railway through these passes so familiar to them.

In the final summing up of the memorial our people closed it in this language, in five paragraphs.

"We assert what we know to be the truth, that in the Pacific Railroad already constructed by the State of Missouri, have as formidable obstacles been overcome as are to be met with on the 39th parallel route, from the border of Missouri to California.

"We have shown that the Rocky Mountains are less an obstruction than the Alleghanies, and it only remains for us to speak of the Sierra Nevada. They can be crossed by the Carson Valley or bearing north by the Sacramento, or south by the San Joaquin, through the route passed by Fremont in 1853.

"The fact of a railway being already talked of between California and Carson Valley, is sufficient to establish its practicability in the minds of the people who know the route.

"Through the Sacramento Valley pours annually the tide of trade and travel by the South pass, and by Walker's lake and San Joaquin go, each season, our herds of cattle and sheep, and which find open valley to the southward into the southern portions of California. But even did not these exist, would the government of the United States be justified in locating the railroad from the Pacific from 300 to 500 miles north or south of the true line to avoid an obstacle, less than the state of Massachusetts is now removing by her Hoosic tunnel, in order to shorten her connections by a few miles? This, even on the showing of the opponents of the Kansas Valley route, is all that is to be done, one tunnel and its approaches, by deep cuttings, in all only two miles, will overcome the only obstacle on a line of 2,000 miles of railway—and yet men are to be found who talk of impracticability of country to this extent, of which its bitterest enemies could say nothing worse.

"We cannot believe that the location of the Pacific Railroad can be consummated on either of the extreme routes in the face of these facts, especially when their verification is so easily attainable. But resting upon the geographical justness of the route by the Kansas Valley, its equity to the whole country—its connection 500 miles farther west with railways already built and in progress—the fact of its being but an extension of all the great lines of railway already constructed—in view of any other route, forcing upon the country the reconstruction or doubling of their present lines, its great agricultural advantages, its woods, water, stone and coal, as well as its latitude, the most favorable on the continent for the working of railway machinery. We submit this memorial to the consideration of Congress."

One Senator from Missouri, Trusten Polk, and one member of the House, John S. Phelps, opposed the central route and sought to have it located from Memphis, Tennessee, and up the Canadian Valley, but Jas. S. Green, the other Missouri senator, favored Missouri interests.

After a prolonged debate the South and the North found neither was able to secure their favorite route, and finally, in January, 1861, the House passed a bill amended by General James Craig of the St. Joseph district, creating two branches, one from Kansas City and the other from St. Joseph which were to unite one hundred miles west and proceed by the most favorable route. This idea was substantially followed in the bill that finally became a law in 1862.

OUR HOME ROADS AGAIN

August 11, 1859, a delegation from the Missouri Pacific came to

Kansas City and Independence to ask for a change in the form of subscription of Jackson County, Independence and Kansas City, so as to make the bonds immediately available for the construction of the road, and promising to have it finished the following spring. This promise was received with great enthusiasm by Kansas City. The Hannibal and St. Joseph was put in operation March 1st, 1859, and its effect was feared. The County Court was induced to submit the proposition changing the subscription bonds. Election was set for September 2, and the night before a great meeting was held in Kansas City, which expressed the feeling of the people at the time. As soon as it was dusk a large portion of Main street was illuminated, the greatest display being at the place of meeting. Conspicuous over all were the flags and banners of the *Metropolitan* office, suspended over the street. In front of the building was a full railroad train, locomotive, tender and two passenger cars, which were handsomely decorated, and illuminated, while the smoke from the engine poured forth in a constant cloud. On the "cow-catcher" was a poor old fogy, who being unable to "get out of the way" had been mercilessly impaled on the "car of progress." But the grand feature of the evening was the procession from McGee's addition. That live locality never made a failure. At half past seven the parade was seen turning the bend of the street at the Union Hotel, headed by the consolidated bands of the city, led by Professors Banta and Jenny, torches blazing and transparencies dispersed at intervals in the long line of enthhusiastic voters. At this point it was met by the procession from the north part of the city when the combined delegations, under the command of Colonel Boarman, chief marshal, aided by Francis Foster and S. Thompson moved down Main street to the Levee. Just as the procession had passed over the hill out of sight, beyond the square, the music from the south announced the coming of the Westport delegation, headed by the splendid band of Professor Hunter, under the charge of Sam Justice, in the Westport "bus," followed by a long procession of carriages and horsemen. As they filed into the square where the meeting was to be held, they were hailed with vociferous cheering, which being caught up by the hundreds there assembled, made the welkin ring.

At the election the next day the proposal was carried by 2,142 for and 860 against, every precinct except Kansas City and Westport giving a majority against it. Following this meeting on October 11th a meeting was held at Paola, Kansas, to take steps for a railroad to Kansas City, and in the same month a large meeting was held in Des Moines, Iowa, for the same purpose.

A GREAT RAILROAD CONVENTION

On the 22nd and 23rd of October, 1858, a great railroad convention was held at Kansas City for the purpose of concentrating, simpli-

fying and uniting the people of the adjacent country on the lines proposed by this city, to secure such co-operation of interests to further their construction.

This convention was attended by delegates from Independence, Westport, Wyandotte, Ossawatomie, Paola, Shawnee, Olathe, Lawrence, Lecompton, Manhattan, Kanopolis, Mandovi, St. George and Delaware Crossing. The president of the convention was O. C. Brown of Ossawatomie, and the following were named vice-presidents: E. C. McCarty of Kansas City, J. A. Chapman of St. George, W. Roy of Shawnee, Nathan Scarritt of Westport, also W. H. Chick, Wm. Gilpin of Independence, B. F. Simpson, Paola; J. F. Barton, Olathe; J. B. Chapman, Mandovi; J. R. Roote, Wyandotte, and J. H. Young, Manhattan. Committee on resolutions were: J. C. Groome, F. W. Crane, Kersey Coates, J. B. Root, John McCarty, R. T. Van Horn, J. A. J. Chapman, Dr. Johnston Lykins, N. C. Claiborne, W. Chestnut, J. B. Chapman, W. Heberton, and Thomas A. Smart.

Resolutions were proposed by Robert T. Van Horn, and adopted, and as the result of the principal railroad convention, held in Kansas City prior to the war, they are here given:

"Whereas, We believe the time to have arrived when measures for the immediate construction of a great Continental Railway, uniting the Atlantic and the Pacific Oceans, should be inaugurated by the Congress of the United States; and

Whereas, The valley of the Kansas river is situated on the central geographical line of the continent and the Union, we are in favor of the route by the valley—and in support of our position we urge the following reasons:

1. We adopt the premises that facilities for the construction being equal, it is the duty of the government to construct said road upon the most central route, as by so doing all parts of the Union would receive more equal benefit.

2. The Lake of the Woods on the 49th parallel and Galveston, on the 29th parallel, may be taken as the extreme northern and southern boundaries of the central portion of the Republic, thus making the 39th parallel the center, on which parallel is the valley of the Kansas river.

3. The route for the Continental Railway seems to be marked by nature—and embraces a series of central valleys traversing the continent, viz: the valleys of the Potomac, the Ohio, the Missouri, the Kansas, the Colorado, the Nicolett and San Joaquin.

4. That on this route there are already constructed 1,238 miles of railroad, upon which the locomotives are now running; 175 miles of which are west of the Mississippi, and is being prosecuted as rapidly as the work will admit, by the state of Missouri, to the mouth of the Kansas river, making 1,315 miles of the great Continental Railway,

built by the unaided energies of the people inhabiting these central valleys—or one-half the road.

5. The construction of said railroad by this route would disturb none of the existing centers of trade, but leave the great maritime cities of the Union in the same relative positions which they now occupy, as the following will show: From the mouth of the Kansas River to New York it is 1,316 miles; to Philadelphia, 1,285 miles; to Baltimore 1,108 miles; to Charleston 1,010 miles; to New Orleans 980. It will thus be seen that most of our principal seaboard cities can reach the mouth of the Kansas river by lines nearly equal in length; thus maintaining in regard to the trade of the Pacific, the same relative positions, advantages and disadvantages now possessed or afforded them by natural position, climate and facilities for ocean and interior commence.

6. That we can see no propriety in the construction of said road on the 48th parallel, its whole length skirted by the possessions of a foreign power or on the 32nd parallel, on the borders of a state with which we have been at war, and with which only a quasi peace has been maintained for the past twenty years. But that the great object in the construction of such railway should be to connect the two oceans, and afford a military road accessible from all portions of the Union for the protection of all its parts.

7. A railway on either of the extreme routes named, would run entirely outside of the government forts, away from the Indian tribes, and away from the routes of emigation, travel, and commerce, and away from all interests of the country needing protection.

8. By any other route the people would have to go back over a country where it has neither population nor constructed railways, and rebuild over five hundred miles of railway, already constructed, and in progress, before the locomotive could reach its present western station in the wake of population and trade.

9. It is unjust thus to retax the means and energies of the people to the extent of $30,000,000 to $50,000,000 to secure commercial facilities that they have already provided. By the selection of another route, it would force upon the country the reconstruction of their entire railway system, or of doubling its extent in order to reach the great channel of continental commerce and transportation. Therefore:

"Resolved that in the deliberate judgment of this convention, representing the interests of western Missouri and the Territory of Kansas, that justice to the whole country, as well as the advantages of the general government, requires and demands the construction, of the Continental Railway by the central or thirty-ninth parallel route—the route of the Kansas valley.

"Resolved, That we call on our representatives in both houses of

Congress, to urge the location of said railroad upon this great central route, as just to the country, in unison with the demands of the great centers of population and commerce, and in a still farther development of the commercial facilities already provided by the people themselves. And,

"Whereas, we deem it a fitting period in the progress of the country, for the people of the west, to take measures for the control of their own commerce, and to provide:

"1. For the opening up of routes to the seaboard, shorter and less exposed to the obstructions of climate and distance.

"2. That as our nearest seaport by present lines of transportation is more than 1,290 miles, subject to suspension, by ice, snow, and traverse of long lines of rivers, lakes and railroads, and interrupted by numerous interests controlled by competing corporations, that,

"3. We require a shorter route controlled by a community of interests, and,

"4. That it being but 600 miles to the ocean at the Port of Galveston, from the mouth of the Kansas river, that a railroad connecting these points would aid in developing one of the richest portions of the American continent, now denied an outlet to the markets of the world; therefore,

"Resolved, That a railroad from the mouth of the Kansas river, running south to Galveston, in the state of Texas, would add greatly to the wealth and power of the Union, by opening up to the markets of the world, the rich valleys of the Osage, Neosho, Arkansas and Red rivers, and of the great state of Texas, by affording an outlet to the productions of this vast region, and a direct line to supply our central region with the groceries of the Gulf of Mexico.

"Resolved, That in the opinion of this convention, a grant of land should be made by Congress for the purpose, which grant would be the means of opening a market by short lines of transit between the productions of the northern and southern portions of the interior of the republic—now denied them.

"Resolved, That we call upon our representatives in Congress to ask and urge upon that body a compliance with the just demands of the people in this regard—by granting lands sufficient to secure the construction of the great line of railroad. And

"Whereas, A connection with the system of railroads centering at, and diverging from Chicago, to the east, by a shorter route than at present, requires, a connection north from the mouth of the Kansas river—therefore

"Resolved, That a road connection with the Hannibal and St. Joseph Railroad is of the first importance to the country represented in this convention.

"Resolved, That we will aid to the extent of our means and influence, in the early prosecution and construction of such connection;

"Resolved, That in the attainment of objects contemplated by this convention, the only guarantee of success is in combined and harmonious action; and, therefore, it is most earnestly recommended to the citizens of the towns and districts in Kansas and Missouri, having a common interest in the construction of one or more of the railroads designated in the foregoing resolutions, to render active and efficient co-operation and aid, with a view of obtaining from Congress a grant or grants of land to aid in the building of such road or roads."

SOME MINOR INTERESTS

A convention in Richmond, Ray county, as early as May, 1839, proposed a road from some point in north Missouri to Kansas City, which was realized years after the war in what was first known as the St. Louis, Kansas City & Northern Railway, but more recently as the Wabash, St. Louis and Pacific.

A company was organized July 26, 1856, at Ossawatomie to procure the construction of a road from Kansas City to Galveston, under a charter granted by the state of Kansas, February, 1858. On the 9th of September the Wyandotte and Ossawatomie Railroad Company was organized, and later in the season the Kansas City, Galveston and Lake Superior project was again agitated in a series of meetings. In 1859 and 60 there were three railroads in the state, the Missouri Pacific, the Iron Mountain and North Missouri, all asking for state aid before they could make any progress. The legislature worked through the session, but adjourned without doing anything. The blow to Kansas City was keenly felt. Indignation meetings were held here, and Governor Stewart was urged to recall the legislature and other sections took like action, and Governor Stewart recalled it for February, 1860. While this agitation was pending, Kansas City organized the Kansas City & Gallatin Company, to build a road to a connection with the Hannibal and St. Joseph at the latter named place, but it awaited the action of the legislature in regard to the Pacific. The legislature in this 22d session soon passed a bill giving the required aid. Kansas City gave this news a most exciting welcome. Torchlight processions and numerous meetings manifested their joy for a few days. Wyandotte and Olathe held meetings also. R. M. Stewart, the governor, was the father of the Hannibal and St. Joseph road, and was elected as railroad candidate. The bill was practically what he had asked the legislature to pass, hence the people were satisfied, but before the bill was signed there were rumors from the executive office, that a veto was threatened. The people held their breath in astonishmnt, but within a few days the veto came, based

on some technicality; the legislature immediately adjourned. The people felt they had been betrayed by their governor. Public excitement turned upon the governor, and he was denounced in unmeasured terms. He tried to explain his action through the public press, but to no effect. His political death was sealed from that hour.

KANSAS CITY AND CAMERON ROAD

At an indignation meeting of this city, Dr. Johnston Lykins offered a resolution which was immediately adopted creating an executive committee to foster our railroad interests, and to correspond with other places to that end. The committee at once opened the correspondence with Clay county people and with the Hannibal and St. Joseph in reference to the Cameron road, and in a few days a company was organized called the Kansas City and Cameron Railroad Company. Meetings were held, and interest aroused, and on the 27th of April the city voted $200,000, and Clay county followed with another $200,000 on June 12. Survey began on April 27. In July Mayor Maughs of Kansas City, E. M. Samuels and Michael Andrews of Clay county, went to Boston, and completed a contract with the Hannibal and St. Joseph Railroad Company, August 7, to build the road. W. J. Quealy received the contract for the work on August 16, and work began October 8. In the following January, 1861, the work was one-third done. There were about 600 men employed and it was expected to have two-thirds done by April and cars running by June. The war stopped the work, and it was not finished until later. After the Pacific Company failed to get state aid, they made another deal and continued work on its road, July 25, 1860, they broke ground in Kansas City and work was progressing rapidly, with every prospect of its completion in 1861, but it was stopped by the war.

HOSTILITY SHOWN IN KANSAS

October 17th, 1860, a convention was held in Topeka, the outgrowth of several towns in their unfriendly attitude toward Kansas City. Since the Kansas City convention in 1858 these places had done everything possible to prevent Kansas people from taking interest in any railroad project centering in Kansas City, desiring to concentrate their efforts on railroads running to other places. This spirit was shown when they adopted resolutions as follows:

"Resolved, That a memorial be presented to congress asking an appropriation of public lands to aid in the construction of the following named roads of Kansas:

"1. A railroad from the western boundary of the State of Missouri where the Osage Valley & Southern Kansas Railroad terminate westwardly by way of Emporia, Fremont and Council Grove to the Fort Riley Military Reservation.

"2. A railroad from the city of Wyandotte (connecting with the

Parkville and Grand River Railroad, and the Pacific Railroad, up the Kansas Valley by way of Lawrence, Lecompton, Tecumseh, Topeka, Manhattan and the Fort Riley Military reservation, to the western boundary of the Territory.

"3. A railroad running from Lawrence to the southern boundary of Kansas in the direction of Fort Gibson and Galveston Bay.

"4. A railroad from Atchison, by way of Topeka, through the Territory in the direction of Santa Fe.

"5. A railroad from Atchison to the western boundary of Kansas."

The Osago & Southern Kansas Railroad referred to in the first section of this resolution, was a road then chartered to start at the mouth of the Osage river, in Missouri, and follow the valley of that river to the Kansas line. It has never been built.

The Parkville & Grand River road, referred to in the second section, was a road partly constructed between Parkville in Platte county, Missouri, to Cameron on the Hannibal & St. Joseph Railroad, and the Pacific referred to in the same section, was the Missouri Pacific, which at that time had determined to make its terminus on the west side of the state line, opposite Wyandotte. This section meant opposition to Kansas City's connection with the Hannibal & St. Joseph, and to remove the connecting point for both that road and the Missouri Pacific. There was a great effort made about this time to concentrate interest in the road south from Lawrence, as opposed to the projected road south from Kansas City. The proposed road up the valley of the Kaw was designed as an opponent to the Kansas Valley Railroad projected by Kansas City.

The idea of a railroad from Kansas City to Santa Fe was sought to be overshadowed by a request upon Congress for a grant of lands for such a road via Topeka. Hostile to Kansas City as was this action, it was not strong enough for the Laevenworth delegates, so they withdrew, taking some others with them, and held a convention of their own. Two railroad projects advocated at that Topeka convention which have since been realized—the Atchison, Topeka & Santa Fe, and the Kansas City, Lawrence and Southeastern, but the main lines of both run to this city.

In the spring of 1861 there were two companies chartered in Kansas, the Wyandotte & Ossawatomie, and the Wyandotte and Minneola. These followed the same route to Olathe, and thence deployed much as do the Fort Scott and Kansas City, Lawrence & Southern roads now. In the spring of 1861 there was an effort made to consolidate these companies, as the existing roads were afterward consolidated, and to that end Kansas City voted $100,000 at the same time it voted aid to the Cameron road. The war engulfed all. This closes our railroad record up to the war, and we will extend this chap-

ter under Part Two, giving the further activities of the railroads, wherein the actualities in the railway system of Kansas City, made impressions on the right of way, and the bands of steel welded us securely to the commercial world, and no maneuvers in railroad or political conventions have ever succeeded in turning the tide against Kansas City which set in during the five years after the Civil War.

THE RAILROAD BUILDERS OF THIS EARLY PERIOD

Before entering upon the second part of this railroad chapter it seems fitting to pay a slight tribute to the men whose names have been often mentioned in this chapter, for these were the real founders of Kansas City. They laid broad and deep foundations of her present and future supremacy, and though but few appeared after the war to build the superstructure, that few, efficiently aided by other hands, have built it as they planned, and the proud city which was to them a fond dream only, is to us a grand reality. Whoever has succeeded or may succeed them, will never exhibit more comprehensive enterprise, courageously undertake more ambitious schemes, or be called upon to be more vigilant, or undergo severer trials for the attainment of grander objects. Their trials and services can never be adequately rewarded by succeeding generations. May we be grateful to their memory.

PART TWO

RAILROADS AND HANNIBAL BRIDGE

A quietus upon railroad building and all other enterprises in the early spring of 1861 had completely turned a town of unequaled activity to be found anywhere in the world, to one of grave-yard gloom which over-shadowed everything for two years, so far as active operations were known. Yet there was some pending legislation in Congress relative to the first railroad built and put in operation from Kansas City which should be given here.

In May, 1862, Congress passed what was known as the Union Pacific railroad bill. The provisions of the bill were very favorable to this city, as it called for one main line from Kansas City, with a branch to St. Joseph by way of Atchison, one to Omaha, and one to Sioux City, and authorized the Leavenworth, Pawnee & Western Railway Company to construct a line from that city to intersect the main line on the same terms the branches were built. Besides some surveying done by Colonel Midberry of Ohio, nothing was done on this road until 1863. In June, 1862, Messrs. Ross, Steel & Co. took a contract to build three hundred and fifty miles of road, and soon thereafter commenced operations at Leavenworth on the Leavenworth Pawnee and Western Branch. This company had but little means and did but little.

In June, 1863, General John C. Fremont and Samuel Hallet took the contract to build the main line, and bought out the franchise of the Leavenworth, Pawnee and Western Branch.

About the same time work was resumed on the Pacific railroad in Missouri on a contract to complete seventeen miles of the line eastward from this city. It was expected to have the road completed to Independence by November, and finished early in 1864. On the 7th of July ground was broken for the Union Pacific railroad at this city. By November the 18th, the first forty miles of the Union Pacific were graded, when there arose a controversy between Samuel Hallett on the one side and Fremont and Ross, Steele & Co. on the other, which with the approaching cold weather, stopped active operations. The Missouri Pacific, however, was not so fortunate. The woods along the line were so full of bushwhackers, the work had been stopped. Pleasant Hill was burned, and in August 21, 1863, Lawrence was sacked and burned by Quantrell and his followers.

GREAT ACTIVITY ON THE BORDER

Railroad building was again suspended, while the activities of the bushwhackers, and the Jayhawkers and Red-legs, occupied the front pages of the newspapers in the summer and fall of 1863. The border warfare was renewed in greater fury than ever before, and in April, General Blunt had been placed in charge of the District of the Border, but failing to suppress the trouble and restore order, he was superseded on June 16th by General Ewing, who issued his celebrated Order No. 11.

This order was rigidly enforced, depopulating all the country embraced in it, and completely paralyzing all business in Kansas City, and its population was reduced to the lowest of the war period, Leavenworth and other river towns gaining by Kansas City's misfortune. This order was rescinded in November by another, No. 20, and many people returned to their homes, and during the winter of 1863-64 the provisions of the order were removed entirely, but confidence was not restored until the District of the Border was abolished, and General Ewing was transferred to Pilot Knob. Colonel Ford of Colorado, succeeded him in command at Kansas City with headquarters at Independence.

The freezing of the river in December, 1863, prevented the Union Pacific railroad from completing the forty miles of road from Kansas City to Lawrence until the opening of navigation in the spring of 1864. The iron and equipment had been received at St. Joseph for the completion of the road to Lawrence, and were forwarded to Kansas City by boat so soon as spring opened.

Early in the winter the Leavenworth people had invited Mr. Hallett to visit them. He was quite anxious to get some connection

with the East to avoid the uncertainties of river transportation for his railroad supplies. The Leavenworth people, the previous winter, had secured from the Missouri Legislature a charter for a road from their city to Cameron. Mr. Hallett went to Leavenworth, and found that they wanted to turn over their charter to him, and get him to work up the interest and build the road. This was the most critical time in the railroad history of Kansas City. Mr. Hallett was accompanied to Leavenworth by Mr. S. W. Bouton of this city, and he realized that if that arrangement was consummated, it would give Leavenworth the Cameron railroad, and necessarily the first bridge across the Missouri river, and would secure for her the future pre-eminence. Mr. Bouton seeing the danger, used his best efforts on Mr. Hallett, with success, inducing him to postpone entering into contract with them, until he returned to this city, promising him that if he would come back here he would procure for him all rights and franchises of the Cameron road from this city, on which $168,000 had already been expended, and the road bed of which was already completed.

Mr. Hallett returned, and Mr. Bouton called the company together, and organized it as follows: Kersey Coates, president; J. M. Jones, vice-president; S. W. Bouton, secretary; W. A. Morton, treasurer. Colonel Coates, M. J. Payne, E. M. McGee, C. A. Carpenter, S. W. Bouton, Theodore S. Case, J. M. Jones, Mr. Deering and Mr. Hall, directors. Mr. Bouton then had himself appointed attorney for the transfer of the stock of Kansas City and Clay county, and offered the road to Mr. Hallett as a gift. This had occupied the time till July, 1864, and Mr. Hallett appointed the 28th of that month to come over to this city to execute the necessary contract, when he was suddenly assassinated by O. G. Talcott, one of his engineers.

Mr. Bouton told an incident in connection with these negotiations with M. Hallett, which as history may now be related, but at the time and for many years was unknown here and at Leavenworth. At the preceding fall election Colonel Van Horn had been elected to the state senate, and Messrs. E. M. McGee, and M. J. Payne to the house. A leave of absence had been granted Colonel Van Horn from the army and he was in Jefferson City at the time.

So soon as Mr. Bouton returned from Leavenworth he made the draft of two bills and sent them to Colonel Van Horn to be passed. One of them amended the charter of the Leavenworth and Cameron railroad by diverting it at Platte City to Weston, six miles above Leavenworh; the other suspended the operation of the general incorporation law in the state in Platte county, so that a new road could not be started under its provisions. The three gentlemen at Jefferson City soon got the bills passed, and thus left Leavenworth without a charter that was worth anything to anybody.

ACTIVITIES OF 1864

Renewed activities in railroads begun in 1864. Agitation for a road to Olathe and Fort Scott was renewed. The Missouri Pacific secured favorable legislation that winter and a general jollification meeting was held February 11, 1864.

In February the Union Pacific company was reorganized in St. Louis, at which General Fremont was dropped out, and John D. Perry, of the Missouri Pacific, became vice-president and acting president. This led to another difficulty and more litigation between Hallett & Company on the one hand, and Fremont and Ross, Steele & Company on the other, but the latter were defeated, and the Government recognized the former as the rightful company. In February, 1864, the Missouri Pacific began laying track between Warrensburg and Dresden, and grading between Warrensburg and Pleasant Hill.

On the 24th of March the first locomotive and boat load of iron for the Union Pacific arrived at Wyandotte from St. Joseph. About this time the Union Pacific company directed its engineers to make a survey of the route of a road that had been chartered and had a land grant from Lawrence southward to the state line, now the K. C. L. & S. R. R. and also of the A. T. & S. F., which also had a land grant from Topeka to the western line of the state.

Mr. Hallett, expecting to obtain control of the Kansas City and Cameron road, and not desiring a rival line, caused himself to be elected a director in the Parkville and Grand River railroad, and thus obtained control of it. This road had almost as much work done on it as had been done on the Kansas City and Cameron road, and ran from Parkville, eight miles above Kansas City, to Cameron.

In April the Missouri Pacific company determined to complete the line between Independence and Kansas City, and in June sent the first engine and iron for the track to Kansas City.

In May some interest in the Fort Scott caused a meeting in Paola.

In June, a treaty was made with the Delaware Indians for the surrender of their lands in Kansas, one of the provisions of which was that a railroad should be built with the proceeds of the lands between this city and Leavenworth. This road is now the extension of the Missouri Pacific up the river from this city. About this time it was announced the Union Pacific would be completed and opened to Lawrence on the 18th of August, but owing to the assassination of Mr. Hallett in July it was not so opened until December 19, 1864.

In June, 1864, the North Missouri Railroad Company, came into possession of the Missouri Valley Railroad Company, which was to build a line from Brunswick up the river to St. Joseph. Leavenworth turned her attention to this road but effected nothing. It has since been built to this city, and is now the Wabash, St. Louis & Pacific.

In September, 1864, a pontoon bridge was thrown across the Kaw

between this city and Wyandotte, the first bridge between the two cities.

AFTER THE WAR—THE GREAT ERA

The return of peace, in the beginning of 1865, was heralded by quick responses in every line of enterprise in Kansas City. At this time the population had fallen off to between three and four thousand, the lowest mark during the war estimated at 3,500.

The streets were out of repair, houses in a dilapidated condition, and trade practically gone. Her most formidable rival before the war, Leavenworth, being the headquarters of the army, had prospered during the struggle, while this city suffered.

Leavenworth had grown to be a city estimated at 18,000 population, and had secured control of the southern Kansas trade, and a part of the New Mexico and Colorado trade. Kansas City seemed to have lost her commercial supremacy, but the fact that the main line of the Union Pacific started at this city and was already in operation to Lawrence, and the Missouri Pacific was nearly completed, gave heart to her citizens to renew the struggle with greater energy than ever, and an unprecedented era of activity followed. Leavenworth, confident of ultimately securing a road in connection with the Union Pacific, and unmindful of the fact our three legislators had spiked their hopes, still they hoped for the Cameron connection and thought to secure the Missouri Pacific, also, and to that end voted $400,000 in January to build a road to a connection with it at this city, thus making Kansas City a way station, as it pushed on its last terminus at Leavenworth.

In February, a charter for a road from Kansas City to Iowa state line was obtained from the Missouri legislature. This road was to head in the direction of Council Bluffs by the way of St. Joseph, and embracing what had been built of the Kansas City and St. Joseph railroad from St. Joseph to Weston.

About the same time the interest in the Fort Scott road was renewed and the Kansas legislature was induced to memorialize Congress for a grant of land for it.

In February, the Missouri Pacific resumed her track laying and by March it was making fine progress, but when the spring leaves began to show, furnishing shelter for the bush-whackers, they became so troublesome it was necessary to appeal to the Governor for aid, but he declined to give any aid. In May about three hundred and fifty assembled near Lexington and threatened to burn and sack the town. Having been informed of the cessation of hostilities and the war was over, Bill Poole with a large party went to Lexington and surrendered. This practically ended the trouble.

KANSAS CITY CLAIMS HER OWN

The trade of southern Kansas began to return and gradually the sojourners of our city who had made their temporary homes in the

HANNIBAL AND ST. JOSEPH RAILROAD DEPOT, 1869. East of the Old Union Depot.

surrounding towns, many of them in Leavenworth, began to return. Steamers again began to ply the Missouri; the trade of New Mexico and Colorado was resumed with all its old proportions, and improvements made in all parts of the city. The natural laws of trade revived and the Journal reports by the close of May gave the amount of freight discharged by the steamers at the levee here as twenty-eight million tons.

In July the Chamber of Commerce was reorganized and became a most potent promoter of railroad enterprises. Among the first which attracted its attention was the road to Fort Scott. The old Kansas Valley and Neosho company was revived, and reorganized. Colonel Kersey Coates was elected president, and active efforts were made to secure its construction. The city was urged to vote $200,000 aid to it, and such a proposition was submitted to the people on the 19th of September. While this was pending, on the 14th of September, Captain Chas. Keeler commenced work on the road. About the same time the interest in the Kansas City & St. Joseph was revived, and Kansas City was asked to vote $25,000 to aid in its completion from Weston to Kansas City. Both this and the Fort Scott proposition were voted at the same time and carried by large majorities. In November Johnson and Miami counties, Kansas, each voted the Fort Scott road $200,000, which was regarded as having secured its construction.

This was the road projected in 1856, destined to run to Galveston, but could not get through the Indian Territory without first securing the right of way by a treaty between the Indians and the government, and the idea was now revived with the thought the opportunity would soon be presented.

During the war, the Creeks, Choctaws, Chickasaws, Seminoles, Shawnees, Kiowas, Wichitas, Osages, Commanches, Senecas, Quapaws and Cherokees, in whole or in part, had taken sides with the Confederates, which was held by the government to have worked an abrogation of all former treaties existing between them and the United States, and it was proposed now that the war was over, to negotiate new treaties with them. To this end Judge D. N. Dooley, commissioner of Indian affairs, Honorable Elijah Sells, superintendent of the southern superintendency, Colonel Parker of General Grant's staff, General Harney of St. Louis, Thomas Nixon of Philadelphia, and others were appointed commissioners on the part of the United States to negotiate such treaties, and the Indians were notified to meet them at Fort Smith on the 5th of September for that purpose. The parties interested in this railroad saw, in this conference, the opportunity they desired to obtain the right for their road through the Indian Territory, and a delegation was made up for the purpose of attending the conference. The delegation appointed by the Chamber

of Commerce of Kansas City consisted of Colonel R. T. Van Horn, Colonel E. M. McGee, Colonel M. J. Payne and Matthew Mudeator, the latter being a Wyandotte Indian. Silas Armstrong of Wyandotte, Colonel Wilson, Major Reynolds and General C. W. Blair of Fort Scott, General R. B. Mitchell of Paola, and Colonel Haines and General Blunt from other places constituted the other members in the delegation. This delegation was successful in securing the right of way through the territory between Kansas and Texas, and at the instance of St. Louis parties, a like right of way was secured across the territory from east to west, which was afterward secured by the St. Louis and San Francisco railroad.

The interest in the Kansas City and Cameron railroad was revived early in the the year, under the name of the Kansas City, Galveston & Lake Superior railroad. This road was partly built before the war under the contract with Mr. Quealy for the Hannibal & St. Joseph Railroad Company. The annual election was held for directors April 29, 1865, at which Major W. C. Ranson was chosen president. The new directors, since peace was restored, became quite active, and at once opened negotiations with Mr. Quealy for work done by him prior to the war, and made a new contract for the completion of the work. It engaged John A. J. Chapman to make a survey of the river for a bridge, which survey was completed in September with a very favorable report. The company revived their contract with J. T. R. Hayward, the superintendent of the Hannibal & St. Joseph Railroad Company for the completion of the work begun before the war. Mr. Quealy resumed work about the close of 1865, but negotiations were not completed with Mr. Hayward and the company until the latter part of 1866. In this settlement with Mr. Quealy, the company paid him more for the work yet to be done than the original contract for the whole work because of the advance, owing to the war, of material and labor, and therefore more aid had to be asked for by the company. It was late in 1866 before anything definite was accomplished.

The Missouri Pacific, which had been progressing finely all summer, was finished and opened for business September 21, 1865, with great rejoicing by the people of this city.

The North Missouri, having obtained control of the charter of the Missouri Valley railroad, as heretofore noticed, resumed operations so soon as practicable after the war, and began to push its western branch up the Missouri valley.

In October, D. R. Garrison, prominently connected with the Missouri Pacific, contracted with the Kansas City and Leavenworth company, afterward known as the Missouri River Railroad Company, to build that road, and before the close of the month had commenced operations.

ANTE-WAR JEALOUSIES AND RIVALRIES AGAIN

Between Kansas City and Leavenworth the natural laws of commerce were all in favor of Kansas City, but the same animosities and bitter feelings existed among a certain class of politicians in Kansas toward Kansas City that had ruled them before the war. The fight for Kansas towns to secure the trade of Kansas was advocated by Senator James H. Lane, of Lawrence. An extensive railroad scheme for the state of Kansas was projected by him, embracing a road from Leavenworth by way of Lawrence to the southern state line in the direction of Fort Gibson. The scheme was to secure to Lawrence the terminus of the Kansas Pacific railroad, and also the railroad Kansas City had so long been laboring for to the Gulf of Mexico. Even the jealousy of St. Louis was evidenced when she saw the menace to her trade and fell into the trap set by Senator Lane, supporting his scheme, although the effect of it would have been to divert the trade of Kansas, Colorado, New Mexico and Texas, by connecting with Hannibal & St. Joseph, to Chicago. In order to get this scheme into the field first, Senator Lane caused work to be commenced on that road at Lawrence, June 26th, and in October, Major B. S. Henning took up his residence in that city and became superintendent of the road.

In November, Colonel Vliet made a survey of a branch to Emporia, authorized by the charter. That same month the Pleasant Hill and Lawrence road was surveyed. The first rail was laid on the Atchison and Pikes Peak—the central branch of the Union Pacific—and Major O. B. Gunn commenced the survey of the Atchison, Topeka & Santa Fe from Atchison.

LIVE EVENTS OF 1866

In 1866, the Kansas legislature, in an early session, passed a bill dividing five hundred thousand acres of land given the state for internal improvement, between the Northern Kansas, afterward the St. Joseph & Denver; the Kansas & Neosho Valley Railroad, afterward the Kansas City, Fort Scott and Gulf; the Union Pacific Railway, Southern Branch from Fort Riley along the Neosho valley, afterward the Junction City branch of the Missouri, Kansas and Texas railroad, and to the Leavenworth, Lawrence & Fort Gibson railroad, afterwards the Kansas City, Lawrence & Southern Kansas. By this act the Fort Scott & Gulf was apportioned twenty-five thousand acres.

Colonel Van Horn, who had been elected to Congress in the fall of 1864, introduced into the House of Representatives a bill granting certain lands in Kansas to the Kansas & Neosho Railroad Company, and likewise a bill to charter a bridge across the Missouri river at Kansas City, and to make Kansas City a port of entry. These objects were all attained at later dates. The lands granted to the Fort Scott road became a law in July, 1866, and gave that road about 800,000 acres. In connection with this grant of lands, it was also given a

franchise through the Indian Territory with a grant of land six miles on either side of the track. Senator Lane opposed this bill bitterly.

The charter for a bridge was procured as an amendment to a bill chartering a bridge across the Mississippi at Quincy.

Early in the spring, Messrs Marsh, Hilliker & Co. began the construction of a bridge across the Kaw river between Kansas City and Wyandotte, and this much needed improvement was finished and opened in December with great rejoicings.

The same year the Kansas legislature changed the name of the Leavenyorth, Lawrence & Fort Gibson railroad to the Leavenworth, Lawrence & Galveston, and the Kansas and Neosho Valley railroad changed its name by an order of court, to Missouri River, Fort Scott & Gulf.

On the 15th of May the first train was run from Leavenworth to Lawrence, that branch of the Union Pacific having been commenced June 26, 1865, and pushed rapidly through to secure a land grant.

In July, Congress chartered the southern branch of the Union Pacific Railway, with the right to run from Fort Riley down the Neosho river to Fort Smith, and this road has since become the Missouri, Kansas & Texas railroad. That same month the Senate confirmed the treaty with the Delaware Indians, by which their reservation in Kansas was sold for the benefit of the Missouri River Railroad Company, which had just been completed between Kansas City and Leavenworth. During the year 1866, the main line of the Union Pacific had reached Fort Riley, and the western freighting and mails went from that point instead of Kansas City.

NEW LIFE TO CAMERON RAILROAD

Colonel Chas. E. Kearney became president of the Kansas City, Lake Superior & Galveston Railroad Company at the annual election in May, 1866.

Although work commenced January 1st very little had been done because of scarcity of means. When Colonel Kearney became president he threw into it a force and energy characteristic of everything he had handled, and it was immediately put on the road to success. On the 8th of May at a meeting held at the court house, he laid the situation before the people of Kansas City and secured a subscription of $23,000 on the spot. Committees were appointed and on the 12th $52,000 was reported, every dollar being promptly paid. They needed $25,000 to complete the road, and this balance was submitted to the county on August 7th, but was defeated. Work was begun immediately and pushed rapidly.

The board of directors at this time through their president, W. C. Ranson, was endeavoring to revive the contract with the Hannibal & St. Joseph Railroad Company. The contract had been made with Mr. J. T. K. Hayward, who before the war was superintendent of the

THOMAS HART BENTON'S MONUMENT.
LaFayette Park, St. Louis, Unveiled May 27, 1868.

Hannibal & St. Joe, but now he had ceased to be superintendent, but was a director of the company. Beside Mr. Hayward, Mr. Brooks, who at this time was in Europe, was the only man who knew anything about the old contract. Mr. Hayward was now assuring the Kansas City people he was endeavoring to get it revived.

The Kansas City people found this was not the case, but that he was actually deceiving them as he had already made an agreement with the Leavenworth people to procure a contract between them and the Hannibal & St. Joseph company to build a road from Cameron to Leavenworth. Colonel Kearney soon detected Mr. Hayward's treachery and immediately instituted measures for his defeat.

The board of directors was called together on June 1st and General John W. Reid and Colonel T. S. Case were appointed agents to visit Boston and make contract with the Hannibal company, and Colonel Kearney immediately telegraphed Colonel Coates, who was at that time in Washington (urging the passing of the bill granting lands and right of way through the Indian Territory, to the Kansas & Neosho Valley Railroad), to go to Boston, and if possible stop the Leavenworth contract until they could get there. Colonel Coates arrived at Boston on Saturday and found that the contract with Leavenworth had already been agreed upon, and was to be executed Monday. On a claim of a prior contract he got a stay of proceedings until Colonel Case and General Reid arrived. When they arrived the first men they met were the Leavenworth delegation, in the anteroom of the railroad office.

They met Colonel Coates, succeeded in resurrecting the old contract, and when the company saw it they referred the matter to James F. Joy, their general western manager. Colonel Coates had to return to Washington, and General Reid to Baltimore, but Colonel Case went to see Mr. Joy, and had an arrangement with him that the old contract should be revived, provided Kansas City would procure congressional authority for a bridge across the river at this point.

Colonel Case returned and reported the results to Colonel Kearney who immediately telegraphed Colonel Van Horn in Washington. The next Monday a bill was to be reported by the committee on post offices and post roads, providing for the construction of bridges at Quincy, Clinton and other places. Colonel Van Horn went immediately to the chairman of that committee and after some difficulty, and full explanations, succeeded in getting him to admit an amendment providing for the bridge at Kansas City. Next morning, so soon as the House opened, the reading of the minutes were dispensed with and the bill called up, Colonel Van Horn offered his amendment, it was accepted, and the chairman moved the previous question. While this was being done Honorable Sidney Clark of Kansas came in, and in the greatest haste drew up an amendment for a bridge at Leavenworth, but he was too late. The previous question had been seconded and his

amendment could not be attached. The bill was passed, and thus in twenty-four hours from the time the agreement with Mr. Joy, was reported in Kansas City, all its conditions were complied with on the part of Kansas City, and she had a double triumph over her rival. There is an expression sometimes given to show an exceedingly critical moment in the affairs of men, which is suitable at this juncture in Kansas City, as she pulled through this crisis by the "skin of her teeth."

This was the most critical time Kansas City had passed through since the war and all honor is due the four colonels and a general who were instrumental in passing every movement in this crisis without a single misstep, for these events just stated, undoubtedly turned the scales in her favor, for had Leavenworth secured the contract with the Hannibal & St. Joseph railroad, Kansas City would have been left without help in the construction of her road. Kansas City owes an undoubted debt of gratitude to Colonel Kearney for his sagacity and promptness, also to the other four who executed his orders without a single break.

On the 19th of August, Colonel O. Chanute with a party of engineers, commenced a new survey for the bridge across the river, and on the 10th of November Colonel Kearney began to advertise for materials for the bridge and on the 1st of December he let the contracts for its construction to Vipont and Walker.

These successes in regard to the bridge caused the North Missouri Railroad Company to change, in August, the determination to make Leavenworth their western terminus of their branch road, and to push its construction to Kansas City, and to this end, in October, they let their contract to J. Coudet-Smith.

While this work was progressing smoothly on the north side of the river, the securing of land through the Indian Territory and the charter for the Missouri River, Fort Scott & Gulf had received such favorable consideration as to justify that company in entering into contract August 22, with Colonel A. H. Waterman & Co., for the construction of the first one hundred miles of that road.

JEALOUS FEELING ARISES IN ST. LOUIS

These successes of concentration of railroads at Kansas City, and the consequent rapid growth of the town, caused St. Louis to take notice, and enter the fight against Kansas City.

At this time more wholesale houses began to be opened, street improvements became active and rapid and its development was heralded far and wide as unparallelled in American annals. A statement from the Journal of Commerce made an estimate of not less than six hundred houses were built in 1865-6.

ST. LOUIS OPPOSES KANSAS CITY

This rapid growth and increased business alarmed St. Louis as

early as 1865, and she was readily induced to fall into Senator Lane's railroad schemes. In 1866 she became much more frightened and openly fostered the Pleasant Hill and Lawrence railroad scheme, thus endeavoring to cut off trade from this city.

Her people owned the Missouri Pacific line and at once began to use it as a menace to divert the trade from Kansas City, after Kansas City had labored so long and earnestly to secure the road. In the summer of 1866 an arrangement was effected based ostensibly on washouts on the road between Kansas City and Lawrence, whereby all freight for points west of Lawrence were taken by way of Leavenworth, instead of being transferred here, and at the same time more favorable rates were given to Leavenworth than to Kansas City. Passenger fares were but 50 cents more between Leavenworth and St. Louis than between Kansas City and St. Louis. This astonished the people of Kansas City to find after she had overcome the rivalry of Leavewnorth, that St. Louis, her old friend, had assumed the role Leavenworth had been compelled to abandon. This fight has never ceased, but with the energy manifested in all other cases, as well as this Kansas City has steadily gained.

THE CAMERON RAILROAD IN 1867

On the 12th of March, 1864, the Kansas City, Lake Superior and Galveston railroad had been changed to Kansas City and Cameron railroad. In the beginning of 1867, the company was still lacking means to complete the line. Colonel Kearney and others went to Chicago to sell $100,000 of Kansas City bonds, when they and Kansas City were vilolently attacked by the St. Louis press. In February they mortgaged the road to the Hannibal & St. Joseph and Chicago, Burlington & Quincy companies, after procuring authority from the Missouri legislature. This, however, did not release the company from the necessity of raising the $30,000, which the people of Jackson county outside of Kansas City had voted down, so the company placed the proposition before them again March 19th, and it was again defeated. Mr. Joy then made them a proposition to take the road off their hands, release the people from the $60,000 they had subscribed, and complete the road by November 31st, on condition that the city and Clay county would release to him the stock they held in the company. The city attempted to overcome the difficulty by an appropiation of $60,000, which was made in May, but this did not seem to meet the case, and in July it acceded to the transfer of the stock to Mr. Joy. From this time forward the work was pushed rapidly.

STARTING THE HANNIBAL BRIDGE

August 21, 1867, the corner stone of the bridge was laid, and on the 22nd of November the last rail was laid connecting Kansas City with the Hannibal & St. Joseph railroad over the Cameron branch.

Colonel Kearney, president of the company, and Mr. Wm. Gillis, the oldest citizen of Kansas City, driving the last spike. Upon this occasion of much rejoicing, Colonel Kearney sent congratulatiory messages to the Board of Trade, Chicago, and the Chamber of Commerce, St. Louis. The first named replied with a warm response, but the latter treated it with silence.

SOME OTHER ROADS

Leavenworth in the early part of 1867 endeavored to secure some legislation through the Missouri legislature that would make the terminus of both the Platte county and North Missouri railroads at that place, and to get an appropiation of half a million dollars through the Kansas legislature for a bridge there. But their efforts were unavailing at both capitals. In March by an act of the Missouri legislature under the name of the Platte county railroad, the several roads known as the Atchison and Weston and Atchison & St. Joseph and St. Joseph & Savannah were consolidated, and authorized to build a railroad from Kansas City by St. Joseph to the Iowa line in the direction of Council Bluffs and build a branch from St. Joseph by way of Savannah to the Iowa line in the direction of Des Moines.

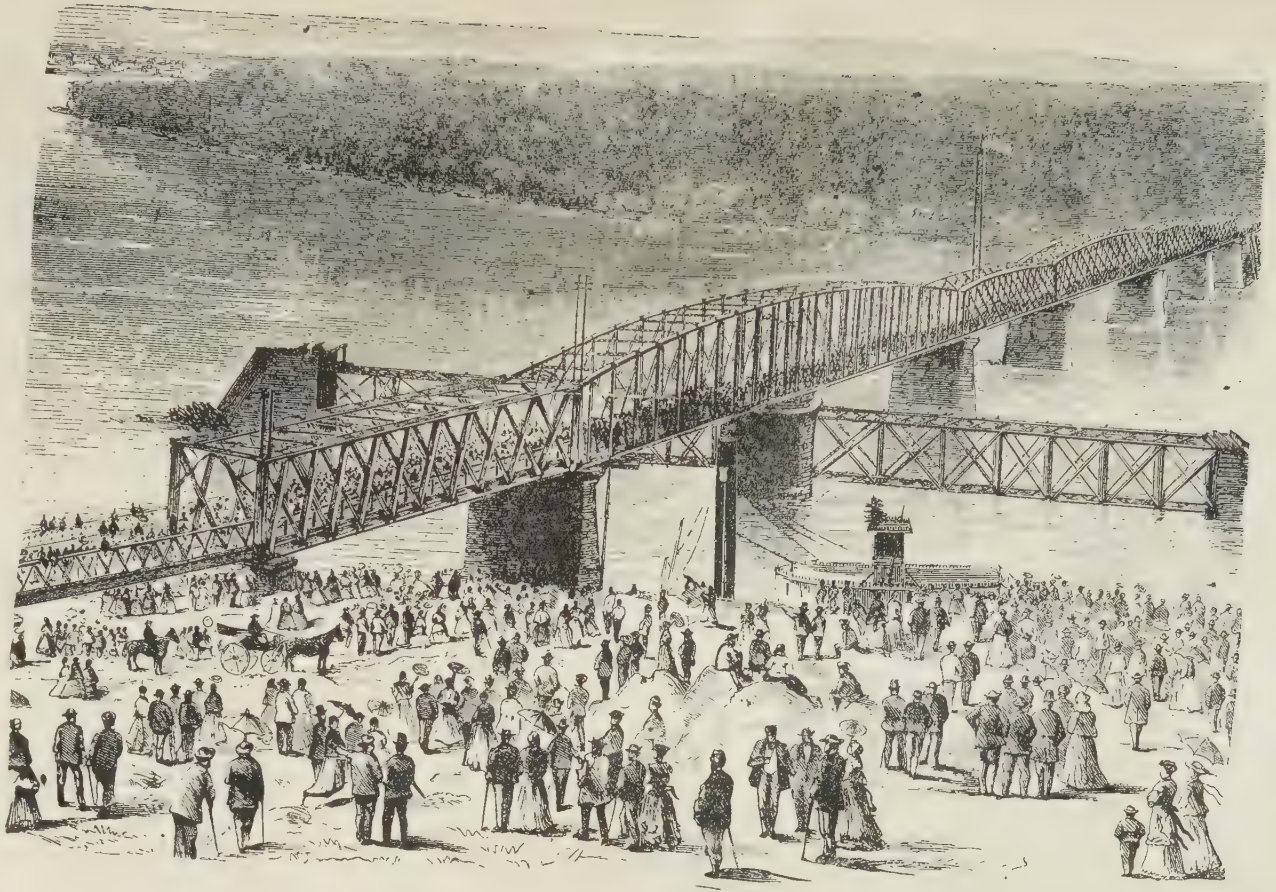
About the middle of January, 1868, through information from Jefferson City it was learned a company had procured a charter for a railroad from Louisiana, Missouri, to Kansas City, and in March, 1868, parties arrived in this city to ask the people to take an interest in it, and in June the people voted it $250,000 aid. Toward the close of the year the company secured the aid of the Chicago & Alton railroad of Illinois in their project, and the line was speedily constructed from Louisiana to Mexico, Mo., where it connected with the North Missouri railroad. On account of some difficulty in the bonds in some of the counties, the balance of the road was not built for some years after. The Chicago & Alton built a bridge across the Mississippi, at Louisiana, and operated from Kansas City to Chicago over the North Missouri until 1878, when it built through to Kansas City.

KANSAS CITY AND SANTA FE

A charter was procured for a railroad from Kansas City to Santa Fe during the session of the Kansas legislature in 1868, and the reorganized company in July elected P. P. Elder, president; General W. H. Morgan, secretary, and Colonel J. E. Hays, treasurer. This company was first organized in March, at Olathe.

THE FORT SCOTT & GULF

Mr. James F. Joy became interested in the Fort Scott & Gulf railroad, and when the Cherokee lands were obtained by treaty, and ordered sold for the benefit of this road, Mr. Joy bought the land. The Amerian Immigrant Company of Conneticut in the spring of 1868, set up a claim to the lands under a previous sale made by Secretary



HANNIBAL AND ST. JOSEPH RAILROAD BRIDGE
The First to Span the Missouri River, Opened July 3rd, 1869.

Harlan, but the difficulty was soon adjusted by assignment of their claim to Mr. Joy and the negotiation of a new treaty which was approved by the senate in June, 1868. On the 15th of June, 1868, the city council of Kansas City relinquished their claim to the road, to Mr. Joy, and on December 12th, that year, it was finished to Olathe and to Fort Scott in December, 1869.

THE L. L. & G. R. R.

January 1, 1868, this road had been finished to Ottawa. In May it received by treaty with the Osage Indians, 800,000 acres of land, upon which there was already much settlement, which was the origin of the Osage ceded land difficulty, which was not settled until 1876 when the United States Supreme Court decided it in favor of the people.

In November, 1868, the Neosho Valley Railroad Company let one hundred and seventy-five miles of their line from Junction City, under contract.

THE ST. LOUIS, KANSAS CITY & NORTHERN

During 1868 this road, known as the western branch of the North Missouri railroad, had been quietly but rapidly pushing its way up the Missouri river bottoms through Chariton, Carroll, Ray and Clay counties, and on the 1st day of December, 1868, the last rail was laid in its connection with the track of the Cameron, road thus adding to our city a fifth road.

The Kansas City and Cameron road soon became merged with the Hannibal & St. Joseph and the St. Louis, Kansas City & Northern, commonly known as the North Missouri, (now the Wabash, St. Louis & Pacific) from the east. The Missouri River, Fort Scott & Gulf road was in operation to Olathe, and the Union Pacific, eastern division, was operating to Sheridan, four hundred and five miles west of Kansas City, and within two hundred and twenty miles of Denver, and the Missouri River road completed to Leavenworth. While 1868 was one of great achievement in the railroad line, there was great activity and progress throughout the city, as its population was estimated at 28,000, and 2,000 buildings had been erected during the year.

1869—THE OPENING OF HANNIBAL BRIDGE

While our people can look upon 1868 as a year of unbounded prosperity, the impetus given was continued through 1869, so that the compiler of this history has thought it the proper closing date for the early history of our towns and the next, 1870, the proper year in which it can be classed as a real city, and therefore with it the coming of city railroads. While the initial steps of many of these enterprises were launched in 1869, they will be treated under their proper heading in the next volume.

In January, 1869, the first horse railroad was chartered. In

March the Paola & Fall River Railroad was organized, and part of the road graded from Paola to Garnett.

The Missouri Valley railroad (now Kansas City, St. Joseph & Council Bluffs) a part of the Burlington system, was completed February 27 and opened March 1st, making Kansas City's seventh railroad.

In March the Missouri Pacific railroad took an interest in the Pleasant Hill & Lawrence railroad, and in June it was under contract. There was submitted to the people in March, by the city council, an ordinance to aid the Kansas City & Santa Fe railroad to the extent of $100,000, between Kansas City and Ottawa, but it was voted down, because the people understood Mr. Joy was interested in it, and intended to build it anyway. However, this was found to be a mistake. In April contracts were let for building the Leavenworth and Atchison railroad and for the Atchison and Nebraska railroad.

On the 6th day of June, 1869 the last stone on the Missouri river bridge was laid. Between that time andthe 3rd day of July the superstructure of the bridge was completed and the bridge was opened on the 3rd day of July, 1869, with a great celebration, as the first bridge over the Missouri river.

In the latter part of May the Missouri Pacific railroad had begun the agitation of a road first called the St. Louis & Santa Fe railroad, to start from Holden to run through to Paola. It was later taken over by Colonel R. S. Stevens, and called the Missouri, Kansas & Albuquerque, and since built to Ottawa as the Missouri Pacific cut off.

On the 31st May, the Missouri River, Fort Scott & Gulf railroad was completed to Paola. In June Mr. Joy became identified with the Leavenworth, Lawrence & Galveston railroad, and after reorganization, it was pushed forward rapidly. The Missouri Pacific was originally built on what was known as broad gauge, and on the 18th of July it was changed the entire length of the line to the standard gauge. On the 7th of August, the council again submitted to the people a proposition to vote $100,000 to the Kansas City & Santa Fe railroad of which $25,000 was to be expended in building a switch to the southern part of the city and the balance on the line between Olathe and Ottawa. The proposition was carried and the line surveyed in October.

KANSAS CITY & MEMPHIS RAILROAD

Early in the year much discussion relative to a railroad to Memphis resulted in a convention in Springfield on the 26th of August, for the purpose of setting the enterprise in motion. This was a preliminary meeting but was followed October 19th by another, in which parties from Memphis, Arkansas and Missouri companies attended, and an organization effected, in which they used the pro-

visions of the charter of the Kansas City, Galveston & Lake Superior railroad, procured by Colonel Van Horn in 1857. Under this same charter the Kansas City & Cameron railroad was built. The directors elected at this meeting were A. H. Humphrey, E. D. Harper, W. P. Cox, W. L. Strong, W. B. Nichols, G. W. Jones, J. M. Richardson, S. S. Burdett, W. P. Johnson, Colonel A. A. Tomlinson, Colonel C. E. Kearney, Colonel R. H. Van Horn, C. M. Ferree and Colonel J. D. Williamson.

In September some Missouri and Iowa railroads were promoted but none came to actual commencement.

In November the M. R., Fort Scott & Gulf reached Fort Scott. The Neosho Valley railroad, now a part of the Missouri, Kansas & Texas, was finished between Junction City and Emporia. The Union Pacific, eastern division, had its name changed in March, 1869, to Kansas Pacific. Its bond subsidy extended only to Sheridan, hence that was its terminus for nearly a year, but effected new arrangements for its construction to Denver, and in the latter part of 1869 grading was resumed.

THE YEAR 1869 CLOSES

In the history of Kansas City, 1869 was one of its epochal years, a period upon which it could rest, fearing no rivals, since the opening of the bridge had undoubtedly settled its supremacy as a railroad center, and it started off with a population of 30,000 full-blooded, enterprising people for the next decade.

CHAPTER XXVI

THE TERRITORY OF KANSAS

Rapid Development. Historian's Handicaps. Much Historical Ground. Hesitation of Approach. History Must Be Written. Seven Years of Strife. Conflict of Nation. Missouri Settlers. Chivalry of South. Early Training. Organic Act. Belief That Congress Had Settled the Question. Slavery Existed in Territory Before Admittance. Status of Two Opposing Factions. Immigrant Aid Societies. Compliance With Organic Act. No Instructions as to Elections. No Precedents. No Requirements as to Voters. Governor Andrew H. Reeder. How Eastern Immigrants Were Viewed. Much Kansas History Accessible. The Seven Territorial Governors. The Four State Governors. Non-Partisan History Never Written. Commonwealth. Congressional History. English Bill. Topeka Convention. Constitutional Convention. State Admitted January 29th, 1861. Abraham Lincoln Raised First Flag. Neutral Land Strip. Wyandotte Constitution. Auditor's Report. The Slave Traffic. Kansas Sunflower State. Location. Climate, Rivers, Geology, Size. Great Drought of 1859-60. Its Consequences. 30,000 Left Territory. Facing the Crisis. Sympathizing East. Thaddeus Hiatt. S. C. Pomeroy. Statistics of Aid. Statistical State Reports. Rainfall. Comparisons. Two Leaders in Territorial Kansas. David R. Atchison. James H. Lane.

KANSAS AS A TERRITORY

It has been truly said that Kansas has a history common to no state in the Union, for in the bringing up of Kansas from a semi-barbarous state of civilization, as was shown by its original inhabitants, when Coronado first entered it in 1542, as they roamed its prairies, killing its buffaloes, antelopes, and other wild beasts that fed upon its succulent grasses, to its present state of civilization, there has been wrought a transformation, that the nations of the world have not accomplished with the Bedouins of the desert, through the intervening centuries, and yet this transformation, and all we see today was practically brought about in ten years. While the history of Kansas is thrust upon us so suddenly, there are many things in the tracings of Missouri history that are also in a measure applicable to the early explorative history of Kansas, and while greater Kansas City and its environs necessarily called for a brief sketch of the state in which our city is situated, there has been so much written of Kansas history that this chapter may contain all that will be necessary to make this volume complete.

The writer has been cautioned to touch lightly upon Kansas, and will strive to heed the warning, being well aware that even at this late date there are many tender spots which the sympathizing oils of more than half a century have not yet healed, but Kansas was once truly the battle ground of a great nation. Its soil is historic ground, especially for fifty or more miles from its eastern boundary, for there is scarcely an acre of ground within that area but has been the scene of some daring encounter, some skirmish, some battle, some ambush, or event connected with the difficulties in the territory.

It has been but a few years since old settlers as they passed

along over these historic grounds would call the attention of the stranger to the spot where someone was killed, a house burned or a place where some skirmish took place between opposing parties, or a convention held which passed resolutions against the opposing side.

Along some ravine where men skirted or found a hiding place, to elude the pursuit of their enemies, and even then in order to gain their end the fiery chase of the prairie fire has often passed. Yes, there was often pointed out these spots in which the great battles for human rights was or was not vindicated, but may we trust after sixty or more years have passed, the sins have all been washed away and a full atonement made for them in the blood spilled on both sides of that "irrepressible conflict."

It is therefore with hesitant trepidation that this chapter is approached, and yet true history must narrate the activities of men, whether they have done good or evil, and using Biblical phraseology, the shortest epitaph may be appropriate in many instances, as we may say, "He did evil in the sight of the Lord and was buried with his fathers." Some believe they had their day, and for the coming generations, it were better their history was never handed down, but more than three score years have been cycled into the oblivious past, and with most who passed through that period, the civilizing influences of a truly Christian land should wipe away those stains as we look upon them now, and view with pity the evil thoughts that actuated men to emulate the prince of devils himself in the training of the early civilization that finally made a state of Kansas, from the "Bleeding Kansas" as it was known and that epithet was proven daily from May 30, 1854, its acknowledgement as a territory, to its emergence into a state January 29, 1861.

That is but a short time, less than seven years, and yet it is doubtful if General Sherman's definition of real war, could arouse deeper and more lasting hatreds, and sharper and more bitter animosities than were stirred up among the twenty to thirty thousand people who were the active participants in bringing the soil of Kansas under the domination of civilized beings.

We as a nation are confronted these days with the greatest problem of all time, the assimilation of the emigrant hordes that are flocking to us from all parts of the earth, the moulding, and amalgamating of these peoples of the old world into our western or American ideas, those who have been cradled in an entirely estranged atmosphere from that we breathe; that is, we are attempting to cast them into our great melting pot of nations, that their dross may be refined and the amalgamated mass may be brought forth pure, patriotic American citizens. And yet that same problem confronted our forefathers from the very inception of our Republic, and it remained for the actuating motives and principles to be fought out

on the bloody field of Kansas, for if there were any two elements of society any farther apart than those that made up the two factions that confronted each other in the border warfare in which the state of Kansas was born, we have not yet read of such in all our historical researches.

The greater portion of the settlers of Missouri were from the Southern states, many of them sons of the fighting Kentuckians, whose very existence exemplified the chivalry, where their fathers had been followers of George Rogers Clark, when the great territory was first saved from the British, in the treaty of 1783, and afterward came to us through the Louisiana Purchase in 1803. These men were brought up owning slaves, and as they awaited anxiously watching every movement in the national government, while they hunted the buffalo with the Indians, and resided upon the very border of these Happy Hunting Grounds. They expected to continue as such.

The Organic Act had been passed by Congress permitting entrance into the Union and inviting settlers from everywhere, and it was well understood, regarded by friends of slavery, and conceded by their opponents, that the Organic Act establishing the Territory, recognized the right to hold slaves in the same and that neither the people nor the Territorial legislature could prohibit slavery; that power alone was possessed by the people when they were authorized to frame a state government, "It was contended the removal of the slavery restriction virtually established slavery in the Territory." The whole weight and influence of the general government was ready to be employed in the interest of slavery. The President had the appointing power for every officer in the Territory.

Missouri, the only state lying contiguous to it, was waiting like the "sooner" line along the border of Oklahoma, to move in a solid rank, to stake out their claims, preparatory to emigrating. It was not in the line of emigration from the Free States, being too far south; whereas up the Mississippi and Missouri the tide of slave emigration had been pressing for years.

Slavery had already been in the Territory for many years, in violation of the laws of the United States. The missionaries and traders among the Indians and even the government officials held slaves, and had sought to impress the native inhabitants with its attractions, some of whom held slaves.

You have before you the true status of the sectional parties, when the "Irrepressible Conflict," which had been waged since the formation of the Thirteen Colonies, was transferred from the legislative halls of Congress to the fair and virgin prairies of Kansas, there to be renewed with the fury and desperateness of the last death grapple.

The friends of free labor who had been defeated and overwhelmed in their long fight in Congress had resolved to renew the conflict on the distant fields of Kansas. They determined "to possess the goodly

land" by the mode Congress had prescribed—emigration and settlement.

The "Missouri Compromise" had been passed years before, but had recently been repealed, and that connected with the Organic Act gave the impression to the people of northwest Missouri that Kansas was to be admitted into the Union as a slave state. Naturally this being the prevailing and in many instances the honest and sincere impression which pervaded pretty generally all minds on the border, who may say in a measure they were not justifiable in their subsequent conduct.?

These men on the border had been carefully scrutinizing every movement of the general government and, like the minute men of Lexington, with their adventurous sons immediately passed over the line to stake out their claims and also began at once to make the laws governing the new territory as thy desired, conforming to their rights under the Organic Act.

These people along the border, were all of one mind, and no controversy arose, so far as the settlement of Kansas was concerned and as there were no restrictions as to time of residence prior to this time, every one was a legal voter who presented his vote at the poles on the day of election. This was the standing of one side in this conflict which began in 1854 and was waged with increasing fury for the next three years. Their natural advantages in the first voting contest would have carried any election without resorting to any illegal voting but the opposing factions were at dagger points from the very beginning and notwithstanding Governor Reeder had issued his proclamation calling for an honest and fair election, the colonization of the "Emigrant Aid Society" so incensed the true voters and their friends that they made a law unto themselves, declaring a Missourian who had appeared at the polls on the day of election had the same right to vote as a Massachusetts or New EnEgland Aid settler who had just arrived the same day. Even our great cities in our day have learned the art of colonizing even under our thirty-day requirements, and it is no wonder that a territorial governor was unable to cope with the predominant party without any restrictions as to a time limit.

The delegate to congress under the supervision of Governor Andrew H. Reeder was elected at this first election, and recognized as the duly elected representative from the Territory of Kansas.

This first assembly met in the Shawnee Mission School building and Thomas Johnson, the superintendent of the Mission, was made the presiding officer of the Council.

Apparently the new territory was functioning and for four months quiet had reigned, but the seed that had been sown in the East, particularly in the New England states, was germinating and what was known as Emigrant Aid Societies were springing up all over the East. The year before the passage of the Organic Act, many

inflammatory speeches had been made along the Missouri border counties, until the young adventurers had been worked up to the highest pitch of resistance to any one sent in by these societies to settle in Kansas. They were looked upon in the same light that our revolutionary ancestors considered the Hessians that were hired in the Revolutionary War as paid assassins. Those enlisting under the Aid Societies, were promised free homes and a life of perfect tranquility in the new territory, and who will say that many did not join for the excitement and adventure attendant upon such a life? So that when the two factions are lined up for a questionaire, there would be many rejections in the challenges from either side, when the true intentions of those enlisting were given as an honest intention to gain a home and grow up with the country. The trouble was brewing and while the writers of the history of these days have had access to papers and have quoted without stint or censor from the inflammatory speakers who were ever ready to vent their ire upon what they considered interlopers, hired by the moneyed interests of the East, to wrest from them a land they had been guardians over for many years, they have been quite shy on their quotations from many hired orators in the East, who were not at all choice as to the language used toward what the historians have mildly called "Border Ruffians." This had been going on for a year or two prior to the actual meeting of these two forces on the prairies of Kansas. The one side had the power of the National Government behind it, the other had the moneyed power of the East with a determination to wrest Kansas from those who would bring it into the Union as a slave state. These Emigrant Aid Societies encouraged emigration with the prospect of a home and land in the New Territory and transportation to those whose means were too limited to pay their own way. It is not the purpose of this history to go farther into showing the great divergence of the two opposing forces that contributed their strength in making the advance guard in settling the Territory of Kansas.

There are great volumes written upon its early days and, while it is history, no reader who likes to read the Indian stories of the great fiction writers will find any tales more thrilling or of more atrocious murders than may be found in the many histories of Kansas. We would respectfully refer them to these works found in our libraries and historical societies.

To show the deep seated hate and animosities engendered in the beginning of this "Border Warfare" as one ungovernable and entirely uncontrollable by the authority of the nation itself, it is only necessary to mention the names of the seven governors, who were sent to Kansas during its territorial days, from May 30, 1854, to January 29th, 1861.

These were all men of pronounced ability, trustworthy in every respect, with the ultimate good of the territory actuating them in every instance to produce peace and tranquility to a hard toiling

AMONG THE BUFFALO ON THE PLAINS, 1840 TO 1870.

people, but while the territorial appointments were in each case for four years, yet the records show not one of them retained their positions for more than two years. Their regime is given in full in many histories, some of them escaping between two suns, with their pursuers close on their heels, others resigning and possibly only one to be recalled.

These were not weak, vacillating men, but men of high standing, who had been tried in many difficult positions in life, and yet not one of them could cope with the questions terminating in this "border warfare," the skirmish line of the great civil war which soon followed. Herein are given the appointed governors in the territorial days as well as the four first state governors running to 1870, showing the years of their incumbrancy.

TERRITORIAL GOVERNORS

Andrew H. Reeder	1854-55	Robert J. Walker	1857-58
Wilson Shannon	1855-56	James W. Denver	1858
John W. Geary	1856-57	Samuel Medary	1860-61
		Fred P. Stanton	1860-61

STATE GOVERNORS

Charles Robinson	1861-63	Samuel J. Crawford	1868-69
Thomas Carney	1863-68	James M. Harvey	1869-73

A non-partisan history of Kansas has never been written, and very likely never will be. The writer has just finished reading one of nearly six hundred pages, in which the author makes claim to the distinction of keeping in the middle of the road, telling nothing but the truth, the whole truth, etc., but for those who wish to delve deep into the mysterious assassinations, wholesale murders, and atrocities of that dark and bloody decade of Kansas history, the story has been told many times, and is easily accessible. While the foregoing touches but slightly on the formative or political history of "Bleeding Kansas," the remainder of this chapter may be devoted to the commonwealth that has made its name, since coming up through many trials and tribulations, worthy to stand at last as the thirteenth in rank among that great galaxy of states, that now sheds its beneficence on the teeming millions of an oppressed world, ready at all times with generosity of spirit and freedom that manifested itself in the dawning of its history, as an upholder of life and liberty to the appressed of all nations.

SOME CONGRESSIONAL HISTORY.

April 30, 1858: What was known as the English Bill, was passed by both houses of congress by a vote of 112 to 103 in the house and 31 to 22 in the senate, a clear pro-slavery majority. This was what might be termed a compromise measure after many unsuccessful attempts to pass more radical bills in reference to the admittance of

Kansas to the Union. This bill provided for the admission under the Lecompton Constitution, upon the condition precedent that said constitution, at a fair and full election, held for that purpose, be submitted and ratified by the people of Kansas. In case of its ratification the President should announce the fact and promulgate the admission of the state by proclamation. In case of rejection "it should be deemed and held that the people of Kansas do not desire admission into the Union with said Constitution and the conditions of said proposition; in which event the people of Kansas are empowered to form for themselves a constitution and state government and may elect delegates for that purpose whenever they desire, whenever and not before it is ascertained by a census, duly and legally taken, that the population of said Territory equals the ratio of representatives required for a member of the House of Representatives (93,560) and whenever thereafter such delegates shall assemble in convention, they shall first determine by vote whether it is the wish of the proposed state to be admitted into the Union at that time, and if so shall proceed to form a constitution."

As an inducement to settle the contest speedily Congress proposed in connection with this bill to donate large land grants in case the constitution was accepted, naming sections 16 and 36 of each township, seventy-two sections for a state university, ten sections to pay for public buildings, amounting in all to 5,500,000 acres of land, to be donated by the state, also have all salt springs, not exceeding twelve in number and six sections of land for each, and 5 per cent of the proceeds arising from all public lands sales for the construction of all state roads.

TOPEKA CONVENTION

The Free State people declining to abide by the results of the Lecompton convention, held a convention in Topeka in October, 1855, and adopted what they termed a state convention, choosing Dr. Chas. Robinson for governor, January 15, 1856, prohibiting slavery after July 4th, 1857. This, however, never functioned, as the territorial governors, as well as Congress recognized the Lecompton Constitution. July 5th, 1859, a constitutional convention was held at Wyandotte and adopted the anti-slavery constitution, and it was this constitution under which the state was finally admitted into the Union.

STATE ADMITTED JANUARY 29, 1861.

Population at time of admittance, 107,206. Population, 1910, 1,690,949; 1920, 1,760,257. Area in square miles, 82,080. Boundary settled permanently by the Texas boundary in 1850.

February 22, 1861, Washington's Birthday, the additional star, 34th state of the Union, was placed in the flag that was raised over Independence Hall in Philadelphia by Abraham Lincoln, as he was passing through on his way to his inauguration at Washington.

On January 29, 1861, the Senate passed the bill admitting Kansas, the vote being 36 yeas and 16 nays. The same day Kansas was admitted, Jefferson Davis, Clement C. Clay, Fitzpatrick, Mallory and others abandoned their seats in Congress to take part with the Southern Confederacy. This was the first defeat of slavery in the national Congress and consequently the first triumph of free labor in national history.

In the settlement of Kansas a notable instance is known as the Neutral Land Strip, or New York Indian Lands, which was a strip 8 miles wide, south of Fort Scott, some 800,000 acres, which was treated as a kind of "No Man's Land." Many squatters, some 1,527 souls, in 1859, had settled on these lands, made many improvements and were in quite a flourishing condition. The boundaries of this land had not been definitely settled. When a survey was made in 1859, the northern boundary was established some distance above the former neutral land, and the settlement was called "Dry Wood Settlement." In 1860 an order was issued to clear the land, but no compulsion was exacted at the time, and time was extended to November, but without any further notice the land commissioner suddenly appeared with a strong force of U. S. troops, and drove the families from their homes, throwing out their furniture, and firing the houses. In this way seventy-four families were turned out upon the chilly prairies, homeless. The lands were then offered for sale by the government agent on December 3rd and 15th. On account of the 1860 drought, few were able to buy them in, but these squatters having learned some things in their sojourn in the west, organized, armed themselves, and attended the sales, where they gave everyone to understand that if anyone attempted to bid on another's claim, he should pay the forfeit with his life. Only one person attempted this, and part of them met him just out of town, caught him, and he would have been killed, if he had not begged so for his life and turned the property over to the original claimant.

WYANDOTTE CONSTITUTION

The Wyandotte Constitution was presented to the Senate on the 14th of February, 1860, and the House the 10th of February, 1860. It passed the House on the 11th of April by 134 yeas and 73 nays, but the Senate declined to take it up, saying there were too few inhabitants and they had not complied fully with the English bill, so that it went over again to the next session.

TOPEKA CONSTITUTION

The Topeka Constitution reached Congress in the spring of 1856, presented and referred to a committee on territories. On the 25th of June a bill admitting Kansas was passed by the house on July 3rd, 99 yeas, 97 nays, but went to committee in Senate. A new bill in the Senate in which they attempted to annul the territorial laws that had

been made at Shawnee, but was lost and no further action was ever taken on any of these. The last territorial legislature held at Lecompton was January 7, 1861, soon after adjourned to Lawrence, and remained in session to February 2nd, closing up the old territorial business.

AUDITOR'S REPORT

	Revenue	Warrants
1856	$ 1,811.88	$ 5,211.48
1857	3,384.09	11,604,47
1858	681.12	4,502.93
1859	26,544.06	64,400.26
1860	3,197.53	41,234.14
Totals	$ 35,617.48	$124,962.28

These warrants since paid from year to year. The Free State men never paid a cent of the territorial tax levied by what they called the "Bogus Legislature." It remained charged to the several counties, until the legislature of 1867 cancelled it.

THE SLAVE TRAFFIC

A great traffic in slaves was carried on in the border in 1861. Many free negroes had settled in Kansas, and negro traders kidnaped these, and took them south and sold them. These negro traders induced the negroes to run away, and held them until their masters offered a reward for them, when they would return them and receive the reward. A heavy business was carried on all that summer. This finally led to hanging of a few man-stealers.

KANSAS, THE SUNFLOWER STATE

Kansas is one of the north central states, and its geographical location is longitude 94° 37′ and 102° west, giving it a length of 7° and 23 minutes, and its latitude is bounded on the south by the 37th parallel, and on the north by the 40th, or just 3° latitude in width.

It is a true parallelogram in shape, with straight parallel sides and ends, except in the northeastern corner, where the Missouri river gives it an irregular boundary. It is 408 miles from east to west, and 208 miles from north to south. Area, 82,158 square miles, the 13th in size of the states in the Union. It has two great regional influences, the first and greater of the great prairies of the United States. The second that part of the frontal plain of the Rocky Mountains. It rises from 750 feet on the Missouri river on the eastern boundary to 4,000 feet on its western boundary. Average about 1,800 feet. The contour line for that height, crosses the state a little to the west of the center. The highest point on its western boundary is 3,906 feet. Surface is gently rolling prairie, diversified by low hills.

RIVERS

The erosion of many centuries has changed the contour, many rivers flowing through wide valleys of their own making. Broad bottom lands along the Missouri river in the northeastern part of the state are lined with bluffs more than 200 feet high, and there are some bluffs on some of the other streams in the eastern part of the state. Most of the rivers flow toward the east, as the gently sloping land indicates, with its gradual decrease from the Rocky Mountains, thus making the drainage so perfect there are no marsh lands and but very few lakes of any size. The two principal rivers are the Kansas in the north and the Arkansas in the south. The two principal head streams which unite to form the Kansas river are the Republican which enters the state from Nebraska, and the Smoky Hill with its largest affluents, the Solomon and the Saline, draining the northwestern part of the state. The largest tributaries of the Arkansas river are within the state, and are the Pawnee, Little Arkansas, Niunescah and Walnut rivers. The southeastern is drained by the large Neosho and Verdigris, which flow southward into the Arkansas in Oklahoma.

FORESTS

The forests are limited, and confined mostly to the extreme eastern part of the state, bordering on the Missouri river. However, there are some narrow fringes of timber on many of the smaller streams in different parts of the state. The timber consists of black walnut, oak, elm, cottonwood, ash, hickory, honey locust, white ash, willow, sycamore and box elder. The greater portion of the state was

THIRD TERRITORIAL CAPITAL OF KANSAS.
Lecompton in Latter 50s.

originally grassy prairies, well adapted for agriculture. Large areas have been planted to trees in recent years.

CLIMATE

The climate of Kansas is moderate, showing extremes only at rare intervals. In summer there are some few days when a high temperature may be recorded in the heat of the day from 1:00 to 3:00 P. M., but ordinarily the nights are cool. The mean annual temperature for the northern part of the state is given as 52°, while the southern part is given as 58°. The annual mean rainfall for the entire state is given as 26.42 inches, divided into two parts, the east as 40 inches and the west as 20 inches. The greatest precipitation is in the early summer, when it is of most benefit to the the growing crops. The soil of Kansas is extremely rich, similar to Iowa, and other glacial covered states. There are spots where the erosions from the Rocky Mountains have left it 300 feet deep and of such wonderful richness it is unsurpassed anywhere. The use of fertilizer is almost unknown, especially potash.

MINERALS

There appear three great geological belts across the state from north to south. There are found immense coal deposits in both the upper and lower coal measures of great value. The coal is found in five veins of workable value in the eastern part of the state, underlying one-half the state. There are very extensive deposits of rock salt, as well as gypsum beds, some of the latter being fifteen feet in thickness. Lead and zinc are mined in Cherokee county, and limited quantities are found in Linn and other counties. These minerals were discovered in a very early day—as far back as 1835. Black jack dates back to 1870, while lead was discovered in 1872. There are valuable building stones, both sandstone and limestone found in different parts of the state of various shades.

KANSAS FAMINE

From the 19th of June, 1859, to November, 1860, there was not a shower of rain that fell at any one time, to wet the earth two inches in depth. During the intervening winter there were two slight snows, neither of which was sufficient to entirely conceal the ground from view. During the whole period there the roads were never muddy, and in the summer the ground would break open in great cracks, making it difficult for wagons to pass for fear the thin wheels would drop into them, while the winds blew with a burning, parching sirocco blast from the south, and with the hot beams from an unclouded sun, parched the soil and burned up vegetation. This drought was not altogether peculiar to Kansas, but was felt in a smaller degree in the surrounding states and territories. The crops in the territory were practically an entire failure. Fall wheat, encouraged by the little snows of the winter, sprang up in the spring, only to wither and die

away in the summer. Spring wheat came with the same result. There were 4,000 acres sown in Shawnee county and not 500 bushels raised, or less than one-eighth of a bushel to the acre, even poor gleanings for an industrious Ruth. Other counties did some better, but most of them did not harvest a bushel. Of seventy-nine acres planted to potatoes, only ten bushels were raised; seventy-six acres of beans produced but ten bushels; from two hundred and ten acres of Hungarian grass only ten tons were mowed; while buckwheat, turnips and garden vegetables were utter failures. Corn on the lowlands, when properly tilled, produced about one-third crop, but on the high lands no grain whatever—only dry fodder. From statistics on 3,319 acres planted in corn, only 5,187 bushels were raised, or about one and two-thirds to the acre. Other bottom lands averaged about ten bushels, while some produced as high as fifteen to twenty, a few still more.

There was a total failure in timothy and clover hay. On the excellent government farm at Fort Leavenworth, which ordinarily yielded about 1,100 tons, not a ton was secured. The prairie grass was the only dependable crop for the people, and while it lasted until the middle of June it flourished, and along the ravines and creeks in pockets, it remained green still later. The cattle kept in good order all summer and fall, and upon the cured grass subsisted for the winter. Farmers were compelled to go as far as forty miles, in some instances, to procure hay for their cattle. This loss of growing crops was not all the distressed country had to bear, for a famine also means a lack of water, the wells and springs and brooks dried up. Very few held out during the year. The early families had neglected to dig wells, depending entirely on their springs, creeks and brooks, and when these were dry, they were left destitute. Many hauled water of a very inferior quality several miles. The plainsman crossing the desert on the Santa Fe Trail, or the men who attempted to cross Death Valley in California, could experience and realize what those early pioneers of Kansas had to endure in the drought of '59 and '60.

CONSEQUENCES

As the result of this drought it is said that thirty thousand left the territory. Their home claims and improvements were abandoned, and left standing alone on the bleak and desolute looking prairies. the long trains of covered wagons, like an unending caravan, drawn by lean horses, weak and staggering, while the occupants within them presented woe-begone faces, as they crossed the border in mournful procession.

Thirty thousand more would have gone, but were entirely helpless, without means to get away. They had not sufficient provisions and clothing to last them half through the winter, and famine, with all its grim and ghastly features, stood sentinel at their doors. It was a plain case of perishing from starvation, unless that Father who

watches over the birds of the air, who feedeth even the little sparrows, should bring deliverance to their homes by sending such a supply of food as would tide them over until the next crop could be harvested. They were the industrious poor of Kansas, who had come to establish their homes on its wide, extended prairies, so inviting, so alluring, by hard toil, and had no hope of supplies, only what they gathered from their fields. They had no rich friends in the East to lend a helping hand. Nothing on earth could meet their necessities but that spirit of benevolence, implanted by that One who taught men nearly two thousand years ago that they are their brother's keeper. The other forty thousand were in condition to withstand the dire consequences of such a famine for a short period, but were not in any condition to assist in alleviating the wants of others, their neighbors. With the provisions and clothing they were fortunate in having, and the little money they had left to procure more, with the assistance of friends from abroad, they could manage to tide themselves over, hoping for a brighter day for themselves.

There were no doubting ones, but every one knew the painful fact that famine stared the people of Kansas in the face, that want and starvation would soon meet them at every step. There was no way to evade it or overcome it, and notwithstanding the people who had faced the bloody ordeal in bringing it up out of its chaotic state, and were now about ready to praise its peaceful glories to a waiting nation, realize, what the admission would mean, how it would militate against the character of the new, and up to this time, fast growing country, that they now faced the greatest of all drawbacks. The alarming rumors soon reached the East, and at once touched the heart of a sympathetic people, who were numerous as friends of Kansas. Thaddeus Hiatt of New York, always a friend, made the first movement toward the relief of the destitute. He came himself, gathered statistics, and set in motion that movement that meant a systematic handling of the situation. He appointed relief committees, making S. C. Pomeroy general agent for northern Kansas, to receive and distribute the donations. Mr. Hiatt then returned East, petitioned the President and the world for assistance. Atchison was made headquarters. The total receipts to March 15, 1861, amounted to 8,090,951 pounds of provisions, clothing, etc. The total amount distributed from Atchison was 6,736,424 pounds, exclusive of the branch deposits at Leavenworth and Wyandotte which reported an additional of 437,000 pounds of provisions of various kinds, and by March 1st, 1861, 2,500 bushels of seed wheat had been received. There was received in cash $83,-869.52, but little or no money was sent to the settlers, the cash being chiefly expended on boxing, freight, etc. The committees served gratuitously. New York state appropriated $50,000 for seed wheat; This was a great calamity, Kansas was regarded as a drought country, seed grains were received from Wisconsin, Indiana, Illinois and Ohio.

THE MONARCH OF THE PLAINS, 1820 TO 1870—THE GREAT AMERICAN BISON.

STATISTICAL REPORTS

Doctor Sink's report, made at military posts, extending to the year 1865:

Mean precipitation of rain calculated for seasons and years.

	Spring	Summer	Autumn	Winter	Year	No. of Years
Fort Leavenworth	7.32	13.03	7.57	3.42	31.34	30
Fort Riley	5.62	10.08	5.87	2.72	24.90	5
Fort Scott	12.57	16.37	8.39	4.79	42.12	10
Fort Larned	5.36	8.45	4.01	.81	8.63	4
Fort Kearney	6.80	10.62	4.85	1.50	23.77	13
St. Louis	12.30	14.14	8.94	6.94	42.32	19
Cincinnati	12.14	13.70	9.90	11.15	46.89	20
Pittsburgh, Pa.	9.38	9.87	8.23	7.48	34.96	18
Athens, Ill.	12.20	13.30	9.20	7.10	41.80	10

The measure of moisture precipitated in rain and snow for the entire year, in Kansas is considerably lower than other states represented in the table. By comparing measure for the spring, summer and autumn months, however, the difference is but slight. The winter months show a great diminution in relative amount, but as this deficiency occurs during the absence of vegetation, it is of no practical importance. Dry roads for winter.

The greatest amount at Fort Leavenworth was 59 inches in 1858, the least 16 inches in 1843. Greatest at Fort Scott was 52½ inches in 1844, the least 29 inches in 1838. Taking the records at Forts Leavenworth, Riley and Scott as a basis for calculation, the mean annual precipitation of rain for the eastern half of the state is 32.78 inches. The mean for the western half is about 24 inches. Mean for Minnesota, 30 inches; Wisconsin, 32 inches; Michigan, 30 inches.

In 1854 a general drought prevailed in all the Central states, from the Missouri river to the Atlantic. The following tabular statement shows its extent for the summer months. The drought, however, continued through the autumn:

	Summer 1854 Inches	Average Summer Inches		Summer 1854 Inches	Average Summer Inches
Ft. Leavenworth	5.7	13.0	Pittsburgh, Pa.	4.7	9.8
Ft. Riley	2.7	10.6	Washington	4.8	.12
Ft. Smith, Ark.	4.1	13.9	Norfolk, Va.	3.5	15.1
St. Louis	5.4	14.1	New York	5.1	11.5
Cincinnati	6.6	13.7	Burlington, Vt.	5.7	10.8

"A drought so widely extended as that of 1854 is a rare occurrence in this climate. They are usually confined to a much smaller compass and at such times the neighboring districts are supplied with an excess of rain. While a drought is by no means a desirable occurrence, an excess of rain is equally injurious. The general proposition that the whole Mississippi valley is more damaged in its grain and root crops by an excess of rain than from a deficiency, will scarcely be questioned."

In closing this chapter on the making of Kansas, perhaps it would not be uninteresting to call particular attention to the most remarkable coincidence ever recorded of any two states, that is that the two most radical leaders in the "border warfare" became or were representing their respective states in the United States senate. David R. Atchison, the prime mover, the general leader and orator on every occasion of any great importance in which the Missourians needed a leader in carrying every movement in which they were interested in the opening of Kansas Territory, was headed by him.

The city of Atchison was named for him as well as Atchison county, Missouri. Senator Atchison was a pioneer in Clay county, and one of the leading men in opening the Platte Purchase, and while a senator, had the distinction not held by any other Missourian, that of being President of the United States for twenty-four hours. Senator Atchison was senator from his appointment on October 14, 1843, to March 3, 1855.

The other man was Senator James H. Lane, who was elected as the first Senator of Kansas, and it perhaps was fortunate these two men were not members of the senate at the same time, for they would have exemplified the attitude of the Samaritans and Jews toward each other. While James H. Lane was the acknowledged leader of the Free State people from 1854 to 1861, when he was elected Senator, his fame as an orator and his greater activities were shown after he became senator, and will be noticed more particularly in connection with his activities in the Civil War. In fact Kansas had but little interest during the Civil War in which Senator Lane was not connected, and in closing this chapter of Territorial Kansas, and the activities of these two men, may we now to each of them apply that well known Latin phrase, *"requiescat in pace."*

Senator Lane was elected senator with S. C. Pomeroy at the first State election and served until his death, July 11, 1866.

CHAPTER XXVII

STATE OF KANSAS

Kansas the war state, January 29, 1861. Its admittance as state. First senators, James H. Lane, Samuel C. Pomeroy. Chas. H. Robinson, first governor. Lane's ambition to rule the state. His calfskin vest. His influence at Washington. Horace E. Scudder, the historian. His summing up of Lane's activities. His visit to Leavenworth. Raises a brigade. Makes a raid in Missouri. Burns Osceola. Governor Robinson writes General Fremont. Capt. Prince writes to Lane. General Hunter. Lane suggests, a department over which he may be placed. His lament for his state if not appointed commander. Lane shows General McClellan his plans. His proposal to kill all whites in the south, and turn their plantations to blacks. General Hunter writes General Halleck. Lane's expedition thwarted. Destruction of Lawrence told by one of Quantrell's men. Story told by Scudder. Pursuit of Quantrell. Stories from both sides. Ringleaders in Quantrell's band. Kansas in peace.

The close proximity of that war period which convulsed our nation, and came near wrecking the greatest republic of the world and the entrance of Kansas into the Union January 29, 1861, and President Lincoln's first call for troops, April 15, 1861, it does not seem an unfitting name to call Kansas the War State, and yet Kansas played a very inactive part in that great struggle, so far as real war, with armies marching across her rolling prairies were concerned. Outside the Battle of Westport, near her border, a few skirmishes in southeastern Kansas, and the destruction of Lawrence, there is but little of historical importance that transpired within her borders, and in this chapter giving the history of the period in brief to 1870, there may be sufficient relation of its emergence into statehood to satisfy that one who wishes to know what and how the new state carried on after its birth, wherein the day it was announced, the leading men of the South announced their severance of relations with their hitherto beloved country and allied their fortunes with the formation of the new confederacy—the Confederate States.

Governor Robinson took the oath of office February 9, 1861. He found himself at a post already beset by an extraordinary complication of the gravest difficulties, and he met the embarrassment of poverty and chaos with an unswerving nerve, and yet these were not the most formidable of evils confronting him. The exciting contests of his first legislature was in session, and the result of its deliberations, placed before the nation two men as senators from Kansas, James H. Lane and Samuel C. Pomeroy. Men not only in connection with the territorial days of Kansas, but who were destined to play important parts in the activities of the nation at large, as the first United States senators from Kansas. The history of Governor Robinson and Senator James H. Lane are well known to the people of Kansas. Senator Lane's territorial activities were indelibly impressed not only on the people of Kansas and the adjoining states, but upon the entire nation. One historian says of him at this

time: "Lane celebrated his departure for Washington by laying aside his calfskin vest and sealskin coat, which had done service during the whole territorial era, and donning a respectable suit. On the realization of his long cherished dream, a crazy passion for power seized him, an ambition to absorb the entire civil and military functions of the state. Robinson stood squarely across his path. In the territorial struggle the natural antagonisms of these two men—antagonisms of temperament, methods and purpose—were circumscribed and held in abeyance, by the compulsions of the situation.

"'As the wave breaks to foam on the shelves,
Then runs into a wave again.'

"But now disguises and restrictions were flung off. Lane, inflamed by old grudges and new provocations, by long nursed hatreds and obstructions that crossed his plans, broke out into violent hostilities against Governor Robinson and his successor. By his overshadowing prestige at Washington he was able to wrest from them no small part of their legitimate gubernatorial functions. Lane's singular influence over Mr. Lincoln and the secretary of war, Mr. Stanton, is one of the most inexplicable and disastrous facts that concerns Kansas in 1861-65. It was the source of the heaviest calamities that visited the commonwealth during this period, because it put him in a position to gratify mischievous ambitions, to pursue personal feuds, to assume duties and offices that belonged to others, to popularize the corruptest political methods, and to organize semi-predatory military expeditions.

"Lane's intrigues in Washington against the state administration prospered. In August, technically a civilian, Lane appeared in Kansas clothed with vague, but usurping powers.

"He reached Leavenworth on the 15th, and in a public announcement declared the extinction of his personal and political enmities—a costly sacrifice laid on the altar of his country.

"He went into southeastern Kansas and built several useless forts, among them Fort Lincoln on the Little Osage, and after skirminishing around Fort Scott, emerged on the 10th of September with an army of 1,500 men at Westport, Missouri, reporting he had 'cleaned out Butler and Parkville with his cavalry.'

"September 22nd he sacked and burned Osceola, Missouri, an enterprise in which large amounts of property and a score of inhabitants were sacrificed. The brigade converted the Missouri border through which the march lay into a wilderness, and reached its destination heavily encumbered with plunder. 'Everything disloyal,' said Lane, '* * * must be cleaned out.' And never were orders more literally or cheerfully obeyed. Even the chaplain succumbed to the rampant spirit of thievery, and plundered Confederate altars in the interest of his unfinished church at home. Among the spoils that fell to Lane

personally there was a fine carriage, which he brought to Lawrence for the use of his household."

Governor Robinson wrote, September 1st, to General Fremont, commander of the western department, saying: "We are in no danger of invasion, provided the government stores at Fort Scott are sent back to Leavenworth and the Lane brigade is removed from the border. It is true small parties of secessionists are to be found in Missouri, but we have good reason to know that they do not intend to molest Kansas * * * until Jackson shall be reinstated Governor of Missouri. Indeed, a short time since, when a guerilla party came over and stole some property, the officers in command of the Confederates compelled a return of the property, and offered to give up the leader of the gang to our people for the punishment. But what we have to fear, and do fear, is that Lane's brigade will get up a war by going over the line, committing depredations, and then returning into our state. This course will force the secessionists to retaliation * * * and in this they will be joined by nearly all the Union men in Missouri. If you will remove the supplies at Fort Scott to the interior, and relieve us of the Lane brigade, I will guarantee Kansas from invasion * * * until Jackson shall drive you out of St. Louis."

Captain Prince, in command at Fort Leavenworth, wrote Lane, September 9th: "I hope you will adopt active and early measures to crush out this marauding which is being enacted in Captain Jennison's name as also (in) yours, by a band of men representing themselves to be of your command." When General Hunter took charge of the department in November, the brigade, according to the report of Assistant Adjutant-General C. G. Hopkins, was "a ragged, half-armed, diseased, mutinous rabble, taking votes whether any troublesome or distasteful order should be obeyed or defied. * * * To remedy these things, mustering officers were sent to remuster the regiment of Lane's brigade. * * * Had the department, as previously, been without troops from other states, there is every probability that a general mutiny * * * would have taken place instead of the partial mutinies which have been suppressed." The thieving, footpad, devastating expeditions of Lane's brigade did much to incite animosities and reprisals, whose ghastly work sent a thrill of horror through the country.

"Lane made a furious harangue at Leavenworth on October 8th in defense of his campaign. He wrote President Lincoln the next day: 'I * * * succeeded in raising and marching against the enemy as gallant and effective an army, in proportion to its numbers, as ever entered the field. Its operations are a part of the history of the country. * * * Governor Chas. Robinson * * * has constantly, in season and out of season, villified myself and abused the men under my command as marauders and thieves.' He suggested the formation of a new military department out of Kansas, the

Indian Territory, and portions of Arkansas with himself as commander, and not less than ten thousand troops at his disposal. He would resign his seat in Congress and accept the military appointment. In case the department should not be created, he saw only calamities ahead. 'I will * * * be compelled to leave my command.' He continued, 'quit the field and most reluctantly become an idle spectator of the great struggle, and witness, I have no doubt the devastation of my adopted state and the destruction of its people'."

The history from which the foregoing is taken continues at length, how Lane returned from Washington and projected an expedition from Fort Leavenworth to Arkansas and the Indian Territory, representing the movement as the result of a conference between himself and General Hunter, and upon these representations he received the approbation of President Lincoln and the War Department. Friends in Kansas sent on to Washington resolutions applauding his military genius. The Leavenworth Conservator said: "Lane has every quality of mind and character which belonged to the historical commanders. * * * There are no obstacles in his path, and to him a difficulty is simply a thing to be overcome." He was a friend of the refugee Indians. Lane unfolded his plans to General McClellan. He said: "Sir, if I can't do better I will kill white rebels, and give their lands to the loyal blacks."

General Hunter received a communication from the war department in January, 1862, announcing a Southern Expedition, consisting of eight to ten thousand Kansas troops, and four thousand Indians had been decided upon, and implying the existence of definite, mutual understanding that Lane should have the chief command. These communications took Hunter by surprise, and in his perplexity he wrote General Halleck, who had succeeded General Fremont in command of the Western Department, for information: "It seems * * * Senator J. H. Lane has been trading in Washington on capital partly made up of his own senatorial position, and partly of such scraps of influence as I may have possessed in the confidence or esteem of the President, said scraps having been 'jay-hawked' by the Kansas senator without due consent of the proper owner. * * * I find that 'Lane's great Southern Expedition' was entertained by the President under misrepresentations * * * that said expedition was the joint design of Senator Lane and myself. * * * Never to this hour has he consulted me on the subject, directly or indirectly, while the authorities at Washington have preserved a similar indiscreet reticence. * * * Thus I am left in ignorance, but I think it more than probable that the evil has been lifted in your particular case."

Some weeks before receiving Hunter's letter, which was written February 8, 1862, rumors reached Halleck that Lane would be commissioned brigadier-general, and he immediately forwarded a remonstrance to headquarters. "I cannot conceive a more injudicious ap-

KANSAS PACIFIC DEPOT AND TRAIN IN WESTERN KANSAS, 1868.

pointment," he wrote General McClellan, "It will take twenty thousand men to counteract its effect in this state, and, moreover, is offering a premium for rascality and robbery." President Lincoln indorsed upon Halleck's communication which was of considerable length, and touched various topics. "An excellent letter, though I am sorry General Halleck is so unfavorably impressed with General Lane concerning the expedition." Halleck had no information aside from current rumors yet this unofficial hearsay sufficed to rouse his indignation. "I protested," * * * he wrote Hunter, February 13th, "against any of his (Lane's) jay-hawkers coming into this department, and said positively that I would arrest and disarm everyone I could catch."

Lane reached Leavenworth in high spirits January 25, 1862, but on the next day he met a sudden and very stinging rebuff. Without waiting for interview of explanation, without intimating to Lane what was impending, Hunter issued an order to command the expedition in person. The unexpected turn of affairs non-plussed Lane. He sent a telegram to John Covode, representative, thus: "See the President, Secretary of War and General McClellan, and answer what I shall do?" There was nothing to do, except to retire and take subordinate position. He succeeded, however, in breaking the "expedition."

Covode telegraphed: "I have been with the man you named. Hunter will not get the men or money he requires. Hold on. Don't resign your seat."

Lane continued his fight on Governor Robinson, and finally in connection with resolutions impeaching the auditor, and secretary of state, Governor Robinson was included. The Governor was unanimously acquitted when specific charges were brought against him. This lengthy article covering Senator Lane's activity is given as an introduction to the next article which will be from the pen of an actual participant in the destruction of Lawrence.

RED-LEGS OF KANSAS

As an introduction of what will be given as a narrative by one of Quantrell's own men of the massacre at Lawrence, this description of what was known as the Red-legs is taken from Horace E. Scudder's Kansas, in which his preface written at the state university, Lawrence, Kansas, September, 1885, says: "If my version of it should not prove to be colored with the dyes in vogue twenty-five years ago, I beg the reader to bear in mind that there is too much truth in what Theodore Parker said in 1856, at the anniversary of the Anti-Slave Society, concerning the Kansas business, 'I know of no transaction in human history which has been covered up with such abundant lying, from the death of Annanias and Sapphira down to the first nomination of Governor Gardner.'

Scudder says: "Early in the struggle an organization appeared

known as 'Red-Legs' from the fact its members affected red morocco leggins. It was a loose jointed association, with members shifting between twenty-five and fifty, dedicated originally to the vocation of horse-stealing, but flexible enough to include rascalities of every description. At intervals the gang would dash into Missouri, seize horses and cattle, not omitting other and worse outrages on occasion, then repair with their booty to Lawrence, where it was defiantly sold at auction. Red-legs were accustomed to brag in Lawrence, say some who were familiar with their movements, 'that no one dared to interfere with them.'

"They did not hesitate to shoot inquisitive and troublesome people. At Lawrence the livery stables were full of their stolen horses. 'One day', says this eye-witness, 'I saw three or four Red-legs attack a Missourian, who was in town searching for his lost property. They gathered about him with drawn revolvers, and drove him off very unceremoniously. I once saw Hoyt, the leader, without word of explanation or warning, open fire upon a stranger riding down Massachusetts street. He was a Missourian whom Hoyt had recently robbed.'

"The gang contained men of the most desperate and hardened character, and a full recital of their deeds would sound like the biography of devils. Either the people of Lawrence could not drive out the free-booters, or they thought it mattered little what might happen to Missouri disloyalists. Governor Robinson made a determined effort to break up the organization. The Red-legs repaid the interference by plots for his assassination, which barely miscarried.

LAWRENCE DESTRUCTION AUGUST 21, 1863

"The campaign of Lane's brigade, the depredations of 'Red-legs,' enmities and exasperations dating back to the settlement of Lawrence in 1854, as well as ordinary motives of plunder, were the various causes that brought the climax of the irregular, predatory hostilities in the destruction of Lawrence. 'Jennison has laid waste to our homes,' was the declaration of more than one Missourian on the day of the massacre, 'and the Red-legs have perpetrated unheard-of crimes, houses have been plundered and burned, and defenseless men shot down, and women outraged. We are here for revenge, and we have got it.' Captain Pike with one hundred dragoons was at Aubrey only five miles distant when Quantrell passed, and it is said could have saved Lawrence if he had acted with diligence, for he knew of the guerillas in the neighborhood the night before."

QUANTRELL'S RAID

This narrative is taken from a recent history written by one of Quantrell's men, who was in close touch with him from the beginning of his guerilla career until his death. The book is entitled the History of Charles W. Quantrell, and a copy may be obtained by

writing the author in Texas, or Franklin Hudson Publishing Co., Manhattan Building, Kansas City, Missouri.

His opening paragraph says: "Quantrell issued a proclamation in the spring of 1863, to the Federal forces of Kansas, that if they did not stop burning and robbing houses, killing old men and women, he would return to Lawrence, at some unexpected time and paint the city blacker than hades, and make its streets run with blood.

"Quantrell called his band together on Blackwater, in Johnson county, at the house of Captain Purdee for the Lawrence massacre, and when he called the roll three hundred and ten answered promptly to their names. Up to that mustering hour Quantrell had not unfolded his plans to anyone. It was a sultry night in August. The men felt something of a foreboding tragedy was impending. Without minimizing or magnifying the difficulties of the undertaking, Quantrell laid before his officers his plans for attacking Lawrence. For a week a man of his command, a cool, bold, plausible, desperate man had been in the city, through it, over it, about it and around it, and he was here in their midst to speak. 'Would they listen to him?' he asked. 'Let him speak,' said Todd sententiously. Lieutentant Fletcher Taylor come out from the shadow, and with the brevity of a soldier, laid bare the situation. Disguised as a stockholder, or rather assuming the role of a speculating man he had boldly entered Lawrence. He was bountifully supplied with money, keeping open rooms at the Eldridge House, and being agreeable in every way and upon every occasion, he had seen all it was necessary to see, and learned all that could be of any advantage to the guerillas. The city was weakly garrisoned, the camp beyond the river was not strong, and the idea of a raid by Quantrell was honestly derided, the streets were broad and good for charging horsemen, and the hour for the venture near at hand.

" 'You have heard the report,' Quantrell said with a deep voice, 'but before you decide, it is proper you should know it all.' He then spoke to them of the long march,the difficulties of meeting soldiers in every little town, of the attack and retreat through soldiers, then said: 'Come, speak out, somebody.' 'What is it, Anderson?' Anderson, Todd, Gregg, Shepherd, Jarrette, Dick Maddox, Holt, Yager and Blunt, all answered with vehement expression showing their eagerness to be off. 'Have you all voted.' 'All, then Lawrence it is, saddle up, men!' the last command given by Quantrell.

COMMENTS OF THIS BIOGRAPHER

"Was it justifiable? Is there much of anything that is justiable in civil war? Originally the Jay-hawkers in Kansas had been very poor. They coveted the goods of their Missouri neighbors, made wealthy or well-to-do by prosperous years and African slavery. Before they became soldiers they had been brigands, and before they destroyed houses in the name of retaliation they had

plundered them at the instance of personal greed. The first Federal officers operating in Kansas, that is to say, those who belonged to the state were land pirates or pilferers. Lane was a wholesale plunderer; Jennison, in the scaly gradation stood next to Lane, Anthony next to Jennison, Montgomery next to Anthony, Ransom next to Montgomery, and so down until it reached the turn of captains, lieutenants, sergeants, corporals and privates. Stock in herds, droves and multitudes were driven from Missouri into Kansas. Houses gave up their furniture; women their jewels; children their wearing apparel; store rooms their contents; the land their crops; and banks their deposits. To robbery was added murder; to murder arson, and to arson depopulation. Is it any wonder, then, that the Missourian whose father was killed, should kill in return; whose property was plundered should pillage in return; whose life was made miserable should hunt as a wild beast and rend accordingly? Many such were in Quantrell's command, many whose lives were blighted, who in a night were made orphans and paupers, who saw the labor and accumulation of years swept away in an hour of wanton destruction, who for no reason on earth save that they were Missourians were hunted from hiding place to hiding place; who were preyed upon while not a single cow remained, or a single shock of grain, who were shot at, bedeviled and proscribed and who, no matter whether Union or disunion, were permitted to have neither flag nor country.

QUANTRELL ON THE MARCH

"A beautiful summer night, August 16, 1863, the guerilla column under Quantrell began its march from Blackwater. The first camp was on a stream midway between Pleasant Hill and Lone Jack, where grazing was good, and hiding excellent. They remained concealed there all day, mounting just at dark, they passed Pleasant Hill to the north, and marching fifteen miles made their second camp at Harrelson's, twenty-five miles from the place of starting. At 3:00 o'clock of the second day they resumed their route due west to Aubrey, a pleasant Kansas stream. Here Quantrell halted till dark. At 8:00 o'clock the march continued through the night in the direction of Lawrence. Three pilots were pressed into service during the night, carried with the command as far as they knew anything of the road or country, and then shot down remorselessly in the nearest timber.

"On the morning of the 21st Lawrence was in sight. An old man a short distance off to the right of the road was feeding his hogs, in the gray dawn, the first person to stir about the doomed place. Quantrell sent Cole Younger over to the hog pen to catechise the industrious old farmer, to learn if any changes had taken place since Taylor had returned. Really but little change had taken place. Across the Kansas river there were probably four hundred soldiers in camp, and on the Lawrence side about seventy-five. As for the

rebels, he didn't suppose there was one nearer than Missouri; certainly none within striking distance of Lawrence. It was a beautiful morning.

" 'The camp first'; was the cry that ran through the ranks, and Todd leading Quantrell's old company dashed down the grade, yelling and shooting. Scarcely any resistance was made, as every time they stuck their heads out of a tent it was met with a bullet. Ridden over, shot in their blankets, paralyzed some of them with terror, they ran frantically about. What could they do against the quickest and deadliest pistol shots along the border?

"Bill Anderson, Todd, Jarrette, Little, McGuire, Long, Bill McGuire, Richard Kenney, Allen, Parmer, Frank James, Clemmons, Shepherd, Hinton, Blunt, Harrison Trow, and the balance of the older men did the most of the killing. They went for revenge, and they took it. These men killed. They burned. The Federals on the opposite side of the river made scarcely any attempt to come to the rescue of their butchered comrades. A few skirmishes held them in check. It was a day of darkness and woe. Killing ran riot. The torch was applied to every residence; the air was filled with cries for mercy; dead men lay in cellars, upon streets, in parlors where costly furniture was, on velvet carpets. The sun came up and flooded the sky with its radiance and yet the devil's work was not done. Smoke ascended into the air, and the crackling of blazing rafters and crashing of falling walls filled the air. A true story of the day's terrible work will never be told. Nobody knows it. It was a story of episodes, tragic—a story full of colossal horrors and unexpected deliverances.

"Frank James, just as he was in the act of shooting a soldier in uniform who had been caught in a cellar—his pistol at the Federal's head—heard an exceedingly soft and penetrating voice calling out to him, 'Do not kill him for my sake. He has eight children who have no mother.' James looked and saw a beautiful girl, just turned sixteen, blushing at her boldness and trembling before him. In the presence of so much grace and loveliness her father was disarmed. James remembered his own happy youth, his sister, not older than the girl beside him, his mother who had always instilled into his mind lessons of mercy and charity. He put up his pistol. 'Take him, he is yours; I would not harm a hair of his head for the whole state of Kansas,' said James.

"Judge Carpenter was killed in the yard of H. C. Clark, and Colonel Holt, one of the Confederate officers with the expedition, saved Clark. He had been a Union man doing business in Vernon county, Missouri, as a merchant. Jennison, belonging to old Jim Lane of Lawrence, noted 'nigger' thief, robber and house burner, who always ran from the enemy, raided the neighborhood in which he lived, plundered him of his goods, burned his property, insulted his family, and Holt joined the Confederate army for revenge. The

notorious general, James H. Lane, to get whom Quantrell would gladly have left and sacrificed the balance of the victims, made his escape through a corn field, hotly pursued but too speedily mounted to be captured. He swam the river.

"There were two camps in Lawrence at the time of the attack, one camp of the "nigger" troops being located at the southern end of Massachusetts street and the other camp of white soldiers were camped in the heart of the city. In this latter camp there were twenty-one infantry men, eighteen of whom were killed in the first wild charge.

"Cole Younger had dragged from his hiding place in a closet a very large man who had the asthma. In his fright, and what with his hurry the poor man could not articulate. Younger's pistol was against his heart when his old wife cried out, "For God's sake do not shoot him. He has not slept in a bed for nine years." This appeal and the asthma together, caused Younger to roar out, "I never intended to harm a hair of his head."

"Todd and Jarrette, while roaming through the Eldridge house in search of adventure, came upon a door that was locked. Todd knocked and cried out that the building was in flame, and it was time to get away. "Let it burn and be d—d," a deep voice answered, and then the voices of three men were heard in conversation. Jarrette threw his whole weight against the door, bursting it open, and as he did so Todd fired and killed one of the three, who were hiding there, Jarrette another and Todd the third. They were soldiers who had escaped in the morning's massacre, and who did not even make an effort to defend themselves. Perhaps the number killed will never be accurately known, but I should say there were at least one thousand killed and none wounded. The loss of property amounted to the enormous sum of $1,500,000. The total buildings consumed were one hundred and eighty-nine. In the city proper Quantrell had one man killed and two wounded. The man who lost his life was drunk when the firing began. His name was Larkin Skaggs, and the fighting at Lawrence was the first he had ever done as a guerilla.

"Fate favored Quantrell from the time he left Missouri until he returned to Missouri. A man from Johnson county, Kansas, started by an Indian trail to inform the people of Lawrence of his coming. He rode too carelessly, and his horse fell and so injured him that he died. A full company of soldiers were stationed at Oxford, but they seemed more anxious to keep out of the way than to fight.

"As Quantrell retreated from Lawrence, he sat upon the right end, Wm. Gregg with twenty men upon the left. Bill Anderson with twenty men, Gregg took with him Frank James, Arch Clemmons, Little, Morrow, Harrison Trow, and others of the most desperate men of the band. Anderson took Hockinsmith, Long, McGuire, Parmer,

Hicks, H. George, Doc. Campbell and other equally desperate characters. Each was ordered to burn a swath as they marched back parallel with the main body, and to kill in proportion as they burned. Soon on every hand were columns of smoke beginning to rise, and soon was heard the rattle of firing arms from around the consuming houses, and old farmers that had taken up arms were shot down as a holiday frolic. This unforgiving farewell lasted for twelve miles until, pressed too heavily in the rear, Quantrell was forced to recall his detachments and look to the safety of his aggregate columns.

"Missouriward from Kansas ten miles, Quantrell halted to rest and eat a little. Cole Younger rode out into a cabbage patch and got himself a cabbage head and began to eat it. The lady of the house came out. Younger said: "This is a very fine cabbage you have." The lady replied:

" 'I hope it will choke you to death, you d—d old rebel son-of-a-buck.'

" 'Thank you ma'am,' was the reply. 'Where is your husband?'

"Before any of the men had finished eating, the pickets were drawn into the rear, pressed to the girth. Todd and Jarrett held out as two lines that had not broken fast. Step by step, and firing at every one in pursuit, at arm's length, for ten miles further the Federals would not charge. Overwhelming in numbers though they were, and capable of taking at any moment everything in opposition to them, they contented themselves with firing at long range, and keeping always at and about a deadly distance from the rear. The guerillas, relying principally upon dash and revolver, felt the need of a charge. Quantrell halted the whole column for a charge. The detachments on either flank had some time since been gathered up and the men brought face to face with urgent need. Turned about quickly and dressed up in line handsomely, as he came trotting up in the rear guard Todd fell into line on the left and Quantrell gave the word. The Federal pursuit had hardly time to fire a volley before it was rent into shreds and scattered upon the prairie."

Thus the story closes of possibly the most audacious raid by a guerilla band during the war, but it may be well to call attention to some discrepancies in the account, and especially to the number killed in the raid. The author of the book puts the number at "one thousand dead and no wounded," while Scudder in his Kansas places it, one hundred and eighty-three, and Chaplain Fisher in his book "Guns and the Gospel," puts the killed at 185—and the destruction of property at $1,500,000.

Scudder's account of Quantrell's retreat: "The Eldridge House, a substantial brick building four stories high, was one of the first objectives of Quantrell's men, and it is said at first they hesitated, as they anticipated some resistance, but the mayor had carefully locked

all arms in the arsenal. The bush rangers (as Scudder calls the guerillas), drew up in front of it, surveyed it curiously, doubtfully. Presently a window was flung up, a white sheet displayed and Quantrell summoned. Surrender speedily followed on condition the inmates of the hotel, who were mostly strangers, should be protected. A gong was sounded through the halls to collect them for convoy to the Whitney House where Quantrell had established his headquarters. * * * They broke up into small squads and scoured the town, in literal and hearty obedience to the order, 'Kill every man and burn every house'." Scudder says: Nor did they neglect to search attentively though vainly for Lane, and the thrifty chaplain of his brigade. He tells of the courtesy the guerillas showed to the women of Lawrence as follows: "Four wretches, crazed with drink, rode to the Whitney House, swearing they would shoot some one—it didn't matter much whom. A young woman offered herself, remarking, "They might as well kill me"—an act of daring that temporarily arrested their murderous attempt. Another woman saved her husband by charm of manner and conversation. A third gave her husband an opportunity to escape. The leader of a squad wore a flower in his hat and the wife said cheerily, "Good morning. You have come to see my flowers—the front yard was full of them." "They are fine," he said, looking about with evident admiration. "They are too d—d pretty to be burnt, I'll shoot the man, that touches them, march on!"

"Quantrell took a lunch at the Whitney House, and ordered the bush rangers to retire. "Ladies," said he, politely lifting his hat and bowing, "I now bid you good morning. I hope when we meet again it will be under more favorable circumstances."

The miraculous escape of Chaplain Fisher is given in his own book, how his wife had him hid in the cellar and though they burned his house over him she saved him. The histories are silent on how General Lane escaped, and yet they speak of his turning up, leading thirty-five in pursuit. This pursuit is somewhat veiled in mystery, and having given the full story by Quantrell's biographer, Scudder's story is here given in full: After speaking of their start and the thirty-five men, he continues, "Lane put Lieutenant J. K. Rankin in command, who attempted to execute a flank movement by way of Prairie City, and cut off Quantrell's retreat into Missouri. The little company was only fairly in motion when a courier rode up with the message, 'Major Plumb is yonder with two hundred and fifty men, and sent me to notify you.' 'Tell the major that Quantrell is just beyond us on the prairie, and that we shall attack him at once.'

"The enemy were less than a mile away, and Lieutenant Rankin ordered a charge upon the rear guard. Possibly half of the intervening space had been covered when the lieutenant found himself almost alone. As each trooper had a gait and speed of his own, the company

was scattered at irregular intervals along the line of advance, and from a military point of view did not present a very formidable appearance. 'Major Plumb's force divided, one company moving upon Quantrell's rear, and the other upon his flank. Lieutenant Rankin, seeing that little could be expected from his thirty-five stragglers, joined the former company, which had ridden in striking distance of bush rangers and ordered a charge, but the valiant troopers declined to make it. Soon Lane came up and repeated the command, with no result. Major Plumb shortly arrived with his division and there was still opportunity to ride down the marauders. The Federal commander hesitated and missed his opportunity."

GENERAL EWING'S ORDER NO. 11.

"When the full extent of the massacre dawned upon the survivors, there arose a frantic reaction for revenge. * * * Had the troops who brought them to bay on the prairies fully appreciated the enormity of their crimes, possibly the hideous knowledge might have stung their courage up to the fighting point."

There are no comments of the historian at this point why Quantrell's whole command was not captured on the open prairie, but within four days thereafter General Ewing's famous or infamous order No. 11 was issued, the basis of which was the inability to capture or drive out the guerrillas from the counties along the Missouri border, because of their thorough knowledge of the country, and ability to disband when too closely pressed, and at a given signal to meet again at some well known and designated rendezvous. That order was issued from Kansas City, and directly after the Lawrence massacre and possibly there was not another order issued during the Civil War more drastic, causing more suffering than the Order No. 11, which was made famous through the great painting made by General Geo. C. Bingham, the most noted artist Kansas City had produced up to this time. The text of the order is often quoted, the nature and consequences following its enforcement, was the depopulation of Jackson, Cass, Bates and a portion of Vernon counties in Missouri—all ordered to come within the lines in and aronud Kansas City and Independence. Under this order the rights of property vanished, predatory bands preyed at will, nothing could be sold, everything had to be abandoned within fifteen days; it was obliterating of prosperity to those counties; it was the depopulation of miles and miles of fertile territory in a night.

"General Ewing, it is claimed by some, was unjustly censured for the issuance of the order, and yet this controversy was fought out after the war, when it is said the famous picture painted by General George C. Bingham, exhibited in the state of Ohio, caused General Ewing's defeat for governor of that state.

"The picture portraying the burning and plundered houses, a sky

made awful with mingling flames and smoke, of a long line of helpless fugitives going away, they knew not whither, of appealing women and gray haired non-combatants, of skeleton chimneys rising like wrathful and accusing things from the wreck of pillaged homsteads, or uniformed beings called officers rummaging in trunks and drawers, of colonels loaded with plunder, and captains gaudy in stolen jewelry. This picture will live longer than the memories of the strife, and the horrible memories long after the guerilla and jayhawker are forgotten." A lady now living within the present limits of Greater Kansas City witnessed the burning of twenty houses in a night, within sight of her own home.

"The first five years of Kansas history after admission to the Union, were years of intrigue, confusion, alarm and guerrillaism. With the wounds of the territorial struggle unhealed, with a heavy percentage of the population under arms, with the streams of immigration almost completely dried up, it was not possible that Kansas should make material or social progress while the war for the Union continued." The forces of repair and development were unequal to the waste, "so that outside of the jarring for leadership in the political life of the state there is very little of historical interest for the remainder of this decade, but what is given under other chapters in this volume, such as railroads, the Kansas river, Wyandotte and Johnson counties.

The Inquiry comes to mind, "Can anything good come out of Mazareth?" and having followed closely the text of biographers and historians, in which they have recited the harrible details of Bleeding Kansas, being of an optimistic nature, is not willing to close this chapter without some more pleasant thought leading toward the beauties of the present great commonwealth.

KANSAS IN PEACE.

In looking backward over the seven years of struggle, the bitterness engendered by the two opposing factions, out of which there finally emerges the great Sunflower State, there comes to mind recollections of the beauty of its topography the first time the writer ever crossed its long, sloping prairies over the first railroad, the Kansas Pacific, in 1874. It seemed then like one continuous billowy waste after another, as the train locomotive, with its balloon smokestack, wheezed and puffed to make the summit of the long grades, some several miles and then the brakeman applied the brakes from the platform of the coaches, as the train coasted down to the rise of the next long swell. While the great, shaggy buffalo head, visible for many blocks, was the sign of the Kansas Pacific at its general offices at that time, on Broadway just south of Fifth street, was their official insignia, that they would carry a young adventurer through the territory where the great American bison were to be seen in all their native triumph as they feasted upon that far famed buffalo grass, so

plentiful in the early day in western Kansas, then a part of the Great American desert, where the passengers would throw up a window and take a shot at a jack rabbit or a coyote, you can readily imagine the disappointment to an adventurous youth, on his first long journey from home, when he arrived in Denver the morning of the third day after six hundred and thirty-nine miles, without seeing a sign of the historical beast that made Kansas the hunting ground of many of the noted hunters of the West. There were dotted here and there upon the prairies a farm house, and many long ricks of the wild prairie grass, and perhaps far away on the summit of the next slope a herd of antelope and deer or on the platforms of the railroad depots, there would be many carcasses bound for shipment, but during a stay of sixteen months in Colorado, and after a two weeks' hunt for buffalo on the plains, it remained for the writer to visit a circus to see the only buffalo seen by him in Kansas or Colorado.

Quite a contrast, when you read the buffalo stories, where the trains had to stop to await the passing of the great herds over the tracks. Coupling the pleasant thoughts of the great nimrods, who delighted in roaming over the prairies of Kansas in the early days, with the thought of exultation that would greet you by a realtor of the present day, had he purchased a large tract of land, with the intention of sub-dividing, there was probably not to be found in the United States, such an ideal topographical body of land, with a vista stretching far away, so inviting to the government surveyor as was presented to its first body of geological surveyors, by these broad, rolling prairies of Kansas.

Their lines are generally run east and west, and north and south, and roads, therefore, laid out along the section and township lines without the jogs and offsets so common to other states, but like a great checker board, its beauties are manifest, and the stranger may be directed over its vast domain as easily to any given point, as may be done by city blocks in a city four square to the compass.

In closing this chapter on Kansas may we quote from the thought of her most brilliant son:

INGALLS ON KANSAS

"United in vociferous and persistent affirmations that Kansas is the best state in the most glorious country on the finest planet in the solar system; that its soil is the richest, its climate the most salubrious, its men the most enterprising, its women the most beautiful, its children the most docile, its horses the fastest, its cattle the largest, its sheep the wooliest, its hogs the fattest, its grass hoppers the most beneficent, its blizzards the warmest, its cyclones the mildest, its droughts the wettest, its hot winds the coldest, its past the most glorious, its present the most prophetic, its destiny the most sublime."

CHAPTER XXVIII.

KANSAS RIVER STEAMBOATS

Transportation Period, Twelve Years, Commence With Date of Territory, 1854. Description of River in 1831. Many Trading Posts, First in '20s. Daniel Morgan Boone. Beauties of Kaw by Golden Silvers. First Military Post. Its Construction. Excel First Boat. Cargo to Fort Riley. A Legislator's Description of This Trip. Excel on Smoky Hill River. Deep Water. Sidewheeler Better Adapted. Fast Trip. Fort Riley to Kansas City. Capt. Chas. K. Baker. J. S. Chick Once a Steamboat Captain. Famous Sioux City. Independence Paper Editorial on Kaw, 1854. Emigrant's First View of Kansas. Steamer Hartford and Other Boats. Cholera on Trip. Several Boats at Lawrence Same Day. Steamer Financier. Portable Houses From Cincinnati to Lawrence. Story of Another Crew and a Burning Boat. Captain Nelson. J. S. Chick Owned Lizzie, One of Last Boats on River, Withdrawn When Railroad Completed to Lawrence. Description of a Perfect Day on Kaw River Steamer. Great Reception at Lawrence. Fine Steamer Brazil. Announcement to Leave St. Louis June 8, 1855. Effects of "Border Warfare." St. Louis Protests. B. Gratz Brown. Steamer Lightfoot, Built at Quindaro. Pikes Peak Gold. Kate Swinney. Silver Lake. Old Willoughby. Alexander Majors Last Steamer on Kaw.

While the history of the Kaw or Kansas river extends in the main co-extensive with that of the Missouri, with the Indian canoe and keel boat going as far back as 1804, yet it was used simply as a stream to float down the furs to its trading posts, in the original keel boats, pirogues and other small craft being used on the Missouri up to 1819, when the first steam boat entered its mouth, and from that year forward the number of boats increased each year as the demands of transportation required. The primitive boats on the Kansas river are given in the era in the historical listings of the navigation of the Kansas river as follows:

1804-1854 — Pirogues and keel boats of trappers and traders.
1854—Excel, steamer, Captain Chas. K. Baker, Sr.
1855—Bee, steamer.
1855—New Lucy, steamer.
1855—Hartford, steamer, Captain Millard.
1855-1864—Lizzie, steamer, J. S. Chick, owner.
1855—Emma Harmon, steamer, Captain J. M. Wing.
1855—Financier No. 2, steamer, Captain Matt Morrison.
1855—Saranac, steamer, Captain Swift.
1855-1856—Perry, steamer, Captain Perry.
1856—Lewis Burns, steamer.
1856—Far West, steamer.
1856—Brazil, steamer, Captain Reed.
1856—Flat boat, Pioneer.
1857—Lightfoot, steamer, Capts. W. F. M. Arny and Matt Morrison.
1857—Lacon, steamer, Captain Marshall.
1857-1858—Otis Webb, steamer, Captain Church.
1858—Minnie Belle, steamer, Captain Frank Hunt.
1858—Kate Swinney, steamer, Captain A. C. Goddin.
1859—Silver Lake, steamer, Captain Willoughby.
1859 — Morning Star, steamer, Capt. Thomas F. Brierly.
1859—Gus Linn, steamer, Capt. B. F. Beasly.
1859—Adelia, steamer.

1859—Colona, steamer, Captain Hendershot.
1859—Star of the West, steamer, Capt. G. P. Nelson.
1859-1860—Kansas Valley, steamer, Capt. G. P. Nelson.
1860—Eureka, steamer.
1860—Izetta, steamer.
1860—Mansfield, steamer.
1864—Tom Morgan, steamer, Capt. Tom Morgan.
1864—Emma, steamer.
1865—Hiram Wood, steamer.
1865—Jacob Saas, steamer.
1865—E. Hensley, steamer, Captain Burke.
1866—Alexander Majors, steamer.

From this list and dates we note the navigation of the Kansas river by steamboats covered a period of twelve years, when the iron-horse entered upon his career across the level plains of Kansas; a more ideal spot for rapid railroad building is no where to be found on the continent. Pike, Frement and other engineers had blazed the way. The Santa Fe traders, with their great caravans, had been fighting their way across Kansas, with a southwestern trend toward Santa Fe, for more than a third of a century. The Oregon trail had been broken with a northwestern trend, by the Mormons and others headed for the great passes through the Rocky Mountains, while the Indians still controlled the Kansas territory.

The history of the steamboats of the Kansas river is not veiled in the mysteries of the pioneer days of Missouri, which have to be brought out of the archives of hidden reports of the governments of the old world, for when the navigation of the Kansas river began in 1854, the daily papers of Missouri and the entire country were eager and anxious for news from the new territory, hence, had we space this history of the Kansas river in its steamboating days, could be given in great detail, showing the thought and the dreams of the early settlers which was so short lived, it seems but a dream to us today. However, the history of the great city which has grown up at the mouth of the Kaw would be incomplete, if it failed to chronicle the events which marked the '50s as an epochal era in the new territory.

The first mention of white men on the Kansas river is made in Lewis and Clark's Journal when they passed up the Missouri in 1804 and camped at the mouth of the Kansas river, as follows: "At 11:00 o'clock brought to a small caisson (raft, made of two canoes tied together), in which were two Frenchmen from eighty leagues up the Kansias (Kansas) river where they wintered, and caught a great quantity of beaver, the greater part of which they lost from fire from the prairies. Those men inform (us) that the Kansas nation are now out on the plains hunting buffalo. They hunted last winter on this river."

In a book bearing date of 1831, issued as a guide to immigrants, the Kansas river is characterized as "A large, bold, navigable river, although its fickle channel and numerous snags must forever endanger commerce."

In the earliest days of trappers and traders on the Kansas river, there were established trading posts on the Kansas, and the first one of these was established by the Chouteaus back in the early twenties, and known as Chouteau's trading post about ten miles up the river from the mouth of the Kaw. During the spring floods, the Missouri river boats brought cargoes direct from St. Louis to Chouteau's, which became a formidable rival to Westport Landing. This was undoubtedly the first attempt at navigating the Kansas river by steamboats. The Chouteaus, Fred operated near the mouth of Mission Creek, and his brother, Cyprian, the post, nearer the mouth of the river.

Daniel Morgan Boone was farmer for the Kansas Indians, and established a base for his operations at the mouth of Stonehouse Creek, on the Kansas river in 1827. This point is about ten miles above Lawrence and a few miles below Lecompton, on the opposite side of the river. Boone's supplies were brought up the river in keel boats.

A quotation from the Hon. Golden Silvers, one of the early pioneers of Jackson County, Mo., in describing Kansas in its early days, is as follows: "I am loath to leave this picturesque period of the dawn of civilization along the banks of the Kansas. The stateliness of the majestic forests, untouched by the vandal hand of man; the glimpses of green prairies and the bending hills beyond, the home of the buffalo and the timid antelope, as the woods were the habitat of the deer, the bear and the beaver, at wide intervals small groups of cabins intermingled with the tepees of the Indians; a store, an elementary school house, and a rude cross surmounting a chapel of logs. Over all a Kansas sky, bright, restful, beautiful. The early trappers were fascinated by it, and the immigrants passing through the country of its beauty, and so long as they survive, wherever they may be, treasure the scene as a joy forever." In the superlative language of an early settler, "Doubtless God might have made a prettier country, but doubtless He never did."

The first steamer to ascend the Kansas river any distance was the seventy-nine ton boat Excel, in the spring of 1854.

In an article setting forth the inducement to immigrants in the Worcester (Mass.) Spy in March, the following language is used:

"The Steamer Excel has been bought for a packet in the Kansas river trade, which will be the pioneer steamer of the territory to ply between Kansas City at the mouth and 'as high as she can get'."

This was two months before the passage of the bill in Congress for the creation of the new territory.

A military post had been ordered by authority of Congress, and the Secretary of War, and a point at the confluence of the Republican and Smoky Hill rivers, had been selected by Maj. E. A. Odden, U. S. A. Contracts for its construction had been let, based on transportation

by wagon for the foreign materials, prior to the knowledge that transportation by water was practicable. The first trip of the Excel was in April, and she carried 1,100 barrels of flour belonging to Perry & Young of Weston, Mo., government contractors, from Weston to the site of Fort Riley.

An early Kansan, a member of the Pawnee legislature of 1855, the Hon. H. D. Meekin was a passenger on this first trip of the Excel, and thus describes the trip:

"The Excel was a staunch little stern wheeler, drawing about two feet of water with a cargo of 100 tons, and had remarkably strong engines. We were two days on the trip from Weston to Fort Riley, and found no more difficulty in navigating the Kansas than we did the Missouri. Our pilot ran by surface indications altogether, and never ran the boat on a snag or sand bar. We were obliged to land several times a day to get wood, and as we had to fell trees and chop them up, we were considerably delayed. We occasionally appropriated rails from the Indian truck patches, but most always cut down trees for our fuel. At St. Mary's Mission, Father Duerinck, heard that we were coming, and hauled up two loads of rails, and had them chopped up, ready for our use on our arrival.

"There was simply a large camp at Fort Riley, but times were lively, and preparations for building the fort were organized on a grand scale.

"We discharged our cargo, and the boat got back to Weston as easily as it had come up, and subsequently made two more trips with lumber, glass, nails, etc., for the fort. It made a trip in June as far as Fort Riley, and then abandoned the river and went south."

Trip up the Kansas river, extract from correspondence of Geo. S. Park, in the Herald of Freedom, Oct. 21, 1854:

"In compliance with an invitation, from Captain Chas. K. Baker and C. A. Perry, Esq., the enterprising owners of the fine little steamer Excel, we stepped on board at Parkville on June 16th, as one of the party up the Kansas river. And here let us say that too much praise cannot be awarded to these gentlemen for the successful efforts they have made, and are still making, to find the channel and establish the navigation of the Kansas river. They have already accomplished some half a dozen trips to Fort Riley, have delivered there all necessary freight for the government with a speed, care and saving of expense hitherto unknown. * * * Our party was a most agreeable one, consisting of Doctor Hammond, of U. S. A., and lady; Miss Nisbet, of Philadelphia, sister of Mrs. Hammond; Mr. Perry and Mr. and Mrs. Baker, with their families; Mr. Mills, paymaster's clerk; Mr. Castelman, of Delaware; Mr. Murdock of New York; Mr. McCann of Virginia, and our gentlemanly officers, Messrs. Baker, Dixon and Perry.

"The Excel made a short trip up the Smoky Hill. Lieutenant Sargent from the fort accompanied us. We had an exciting time.

The constant announcement from the man who heaved the lead was 'no bottom.' The river was full and the current strong, but we had great difficulty in getting around the short bends. It keeps up the course of the main Kansas, coming a little more from the southwest. A little way up we saw a band of Fox Indians crossing over, going north on a buffalo hunt, and their motley procession stretched over the prairie for miles. Here and there in the party was carried a pole with a swan's neck and an eagle's head and tail stuck upon it for a flag. They had with them about 500 horses, all of which looked well. Great was their surprise at seeing the Excel in these waters; but, poor fellows, the startling scream of the shrill steam-whistle, and the impetuous snorting of the iron-horse will soon scare away the buffalo and the other game from your hunting-grounds, to return no more. You, too, must follow in the trail or succumb to the irresistible influence of civilization.

"The difficulty of navigating the Smoky Hill with a stern wheel steamer of such length as the Excel prevented Captain Baker from venturing up so far as he otherwise would. A shorter side-wheel steamer of very light draught, adapted to the navigation of these interior rivers, will soon be put on the trade. We left Fort Riley on our return trip Wednesday morning, and came down 'kiting,' passing rapidly in view of the splendid scenery of which we have attempted to make hasty memoranda, we entered the Missouri about daylight the next morning."

GREATEST TRIP ON KAW.

On another trip the Excel ran from Fort Riley to Kansas City, a distance estimated at the time to be 243 miles, in twenty-four hours and made thirty landings. The writer and compiler of this volume is pleased to refer to Captain Chas. K. Baker as the full souled Christian captain of the famous large side wheel passenger steamer, Sioux City, the boat mentioned in his first booklet, "Steamboating on the Missouri River in the Sixties." Captain Baker retired to one of the finest farms in Carroll county, near Buffington's Landing, and after the steamboating days were over, the writer had many pleasant business transactions with Captain Baker, as he had to abandon the river he enjoyed for many years of his life and brought the great crops of fine wheat from his farm to the writer to ship by the old Wabash railway.

Captain Charles K. Baker died some years ago at the home of his son, Chas. K. Baker, Jr., near Rosedale, Kansas, and his remains were taken to Bellefontaine Cemetery, St. Louis, for interment. His first boat, the Excel, upon leaving the Kansas, went into the Missouri river trade and finally sank, March 23, 1856, near the Howard chute, a few miles below Jefferson City. Captain Baker was said to be one

THE LIGHTFOOT, STEAMBOAT BUILT AT QUINDARO IN 1857, FOR KAW RIVER.

THE FINANCIER NO. 2 UNLOADING ON THE KAW.

THE EXCEL, FIRST BOAT ON THE KAW.

of the most skilful pilots that ever turned a wheel and used to make ten miles an hour in the night on the Kaw river.

After the Excel had made its half a dozen trips on the Kansas, the Independence (Mo.) Messenger of June 24, 1854, gave the following significant editorial:

"The great problem is solved: The Kansas river can now be navigated, if the right sort of steamboats are used, for at least three-fourths of the year. * * * The Kansas is a stream of more importance than many are aware of, and although it takes much of the character of the Missouri in the changes of current and flowing through a similar soil, yet it only requires an acquaintance with its channel to render it as good, as far as it goes, as the Osage, and much better than the Platte, whose sources are at the base of the mountains west of us.

"The experiment which is now no longer an experiment, of navigating the river by steam, just at this crisis will tell wonderfully on the tide of immigration now pouring in upon us and will be the means of determining many to settle down in the fertile valleys of the Kansas and its tributaries, who would otherwise never have thought of it. Those of us interested here are now no longer in the extreme west. In imagination, if not in reality, we see towns and cities springing up nearer the setting sun than we are, and a great people will inherit regions now uncultivated and unexplored. Fifty years hence we will hardly know ourselves, for as Illinois, Indiana and Ohio are to us, so will we be to Kansas, Utah and New Mexico.

"We understand it is the intention of some of the New Mexican traders, another year to convey freight up the Kansas river, thereby saving land carriage and shortening the distance to Santa Fe, 200 or 250 miles."

When the Excel made its last trip on the Kansas river, immigration to the territory was just commencing, and as there were no railroads west of the Mississippi river it was of the first importance to utilize all navigable rivers. Steamboats were swarming from all western rivers to the Missouri, and many of the smaller ones, encouraged by the experience of the Excel, decided to run on the Kansas, and advertising for freight and passengers to all points on the river as far as Pawnee, the site of the prospective capital, and just inside the present limits of the military reservation of Fort Riley, had commenced. This meant the new land to which thousands were rushing could be penetrated, as the crow flies 150 miles, and by river more than 200 miles, by steamers carrying the immigrant and his effects into the heart of the "sun bright wilderness that was to be his future home."

After congress had passed the law making Kansas a territory May 30th, 1854, preparations began at once for the coming year for several boats to enter the Kansas river trade—and so soon as nav-

igation opened, there were found many notices in papers such as the Herald of Freedom, January 27, 1855, advertising "Steamer Bee to leave St. Louis in March with party from East to bring them to Lawrence, steamer to ply between Kansas City and Fort Riley." Another, the Parkville (Mo.) Luminary, mentions the Bee and the Emma Harmon. Mr. Arthur Greene in his article on the Kansas river, writes as follows: "The first glimpse of the territory obtained from the deck of a steamer ascending the Missouri, was at Wyandotte, where the Kansas river emerges from the bluffs and mingles its clear waters with the turbid and tawney flood of the greater stream. That was Kansas, the New England of the West, and the immigrant in his enthusiasm as gladly gave up the Missouri for the Kansas as he exchanged the land of sloth, superstition, and slavery, for the heritage of freedom and honest labor. The writer speaks from experience. My father's family had been nearly ten days in coming from Peoria, Ill., the most of the time on an overcrowded boat on the Missouri river, and when the clerk of the A. B. Chambers, Mr. J. S. Chick, since prominent in the history of Kansas City, pointed out a yellow hillside, with a few unpainted shanties scattered along a winding road that led from the river to the dense oak woods at the top, and said, 'That's Kansas,' it seemed good to us. We were dumped out on the sandy shore of the river, at the mouth of the Kansas, and pitched our tent among the community of immigrants similarly situated, and waited for the promised boat to carry us and our effects up the river. A number of boats came down during the two weeks that we waited, but none ascended the river while we stayed there. Our experiences in this camp dispelled in a large measure, the romantic illusions received through the magnifying lenses of immigration literature. The gales, which kept the sand in constant motion, and deposited a portion of it regularly in the cooking utensils around the camp fire; the numerous muscular mosquitoes that paid us nightly visits; the carousals of grog soaked Indians, who made informal calls on us daily, the loss of the family pictures, a wooden wheel clock, a grindstone and Butterworth's Concordance of the Holy Scriptures, etc., all tended to the conclusion that life in Kansas was not all an Elysian dream. My pleasantest recollection of that camp is a wonderful spring that issued from the base of the bluff and poured its clear cold waters into a basin of the yellow clay, and brimming over which it licked down the bank into the Kansas river. Many a time I went there, a disappointed, half-sick lonesome boy, and played that this was the same old spring that had bathed the butter crocks in the milk house at our Illinois home—and the fancy brought a pleasure that warms my heart today.

"The river continued to fall, and the skies gave no token of rain, and the returning boats reported no more boats would go up during the season, and so my father concluded to try land transpor-

tation. He bought an ox team and a wagon and loading the family and the more necessary of the goods, struck out for the interior. We crossed the Kansas at the free ferry six miles from the mouth, one of the earliest devices of Leavenworth to circumvent Kansas City, by opening a direct route to the interior without passing through the Missouri town. A short distance from this ferry a steam boat was stuck on a sand-bar and the crew was wading around it, with fence rails in their hands, trying to pry the craft into the channel. I think this boat was the Lightfoot. After the Excel withdrew from the Kaw, quite a number of transient boats made unsuccessful attempts to stem the crooked shallow stream, but at the same time the demand was so great, and men were ready to devise new steamers that would meet every requirement of the river. To this end a company was organized in Cincinnati, with Captain Millard as the chief organizer, and captain of a new boat, flat bottomed stern wheel steamer, costing $7,000, named the Hartford. This boat was chartered expressly for the Kansas river. Early in April, 1855, the Hartford left Cincinnati for the junction of the Smoky Hill and Republican rivers. Although built expressly to meet the wants of that trade it proved to be, if possible, less adapted for such service than any craft that had attempted to vex its waters. She left Cincinnati April 25, 1855, with a cargo of 100 tons and a fair complement of passengers, starting under very flattering circumstances. After six days the boat reached St. Louis, and there cholera broke out among the passengers, and the "Abolition boat," as she was called, received much gratuitous advertising. Much difficulty was experienced in securing a pilot, under such circumstances, but we finally succeeded after paying $700 for the trip to Kansas City.

"On the 3rd of May with 100 passengers and 100 tons freight, the boat left St. Louis, with an inexperienced pilot, which obliged them to tie up every night. This prolonged their trip, and for nine days the dreaded scourge had full sway and a number of passengers died, and were buried on the bank, where the boat was tied up for the night.

"The Hartford reached Kansas City May 12th, and departed May 20, having been preceded a few days by the Financier, No. 2, and the Emma Harmon, both bound for Fort Riley. The Herald of Freedom, May 26, 1855, tells of the Emma Harmon being the first steamer that ever tied up at Lewrence wharf, on Sunday at 5:00 p. m. She was drawing twenty inches of water, with 50 tons of freight and 100 passengers, and left for Fort Riley on Monday morning.

The steamer Financier No. 2, arrived at Lawrence on the 21st at 10 a. m., a fine built boat, with excellent accommodations for passengers. She, too, was well loaded. Then the Hartford arrived at 1 P. M. the same day, heavily loaded with freight and passengers for their new settlement five miles above Fort Riley. She was more heavily loaded than the other steamers and like them, experienced

no difficulty for want of water. The Herald gave the freight rate to Lawrence as 75 cents per hundred and the passenger rate as $4.00 up and $3.00 down the stream.

On the 3rd of June the Hartford having declined all offers of Lawrence, Douglas, Lecompton, Tecumseh and Topeka to unload and settle the mooted questions in their favor, ran aground a mile above the mouth of the Big Blue, where she lay for a month waiting for the river to rise. While thus delayed the "Emigrant Aid Society" succeeded in inducing the "Cincinnati & Kansas Land Company," to accept their overtures, and locate at Manhattan. After release from the sand-bar, the boat dropped down to the mouth of the Big Blue, and discharged her cargo. In the foot note in the Kansas History of the navigation of the Kaw, it was during this delay that the first open warfare between the pro-slavery men and the abolitionists began in Kansas. See note 15, Page 328, Kansas State Historical Society, Volume IX.

This Cincinnati company, so far as we have any records, were the first to build portable houses, and send them out in the "knock-down" shape. They were called "Cincinnati houses" and this company secured a tract of land in Leavenworth, and upon it erected hundreds of their ready-made and two-story houses, and that portion of Leavenworth is known as "Cincinnati." Many of these were in the cargo of the Hartford, and they were rendered impervious to the weather by a coating of specially prepared cement, one of the ingredients of which was alcohol, and two dozen demijohns of alcohol were also a part of the cargo. On Sunday morning, while Judge Pipher was preaching in the ladies' cabin, Captain Millard was inaugurating an Indian policy in the forecastle. The next day river water was substituted for alcohol in mixing the cement. In the course of a month or so the river rose again, and the boat having proved too large for the river, was headed down stream with the intention of entering her in the Missouri river trade. Nearing St. Mary's Mission on the opposite side, the boat again ran aground and while waiting for another rise, the captain began a thorough overhauling and repainting of the craft. The captain, at that time, desirous of some fresh milk, the canned variety not being available, bought a cow from an Indian and the necessary quantity of hay for her feed. One day two Pottawatomie Indians came on the boat and demanded tobacco. They were referred to the clerk, who very promptly kicked them off the boat. A few minutes later the hay on the river bank and then the boat were on fire, and, almost before the rascally Indians were out of sight, both were consumed. Thus ended the career of the Hartford in the fall of 1855. The Cincinnati owners were negotiating a sale, when they learned it had been burned.

One of the boilers was sold to the New England Emigrant Aid Company, and was installed in a saw mill in Lawrence. The other

boiler and machinery were left on the bank until 1859, when Josiah Simpson, of Wyandotte, acquired title, and undertook to get possession of the property and remove it. Simpson secured the assistance of Captain G. P. Nelson, an old river captain, who had made a record on the Illinois river more than a quarter of a century before and who had been on a river all his life, and Simpson got a wrecking boat and with it in tow of the steamer Star of the West, Captain Nelson commanding started for the scene of the wreck. At a point near Lecompton the steamer ran hard aground, and Simpson casting loose, proceeded with his wrecking boat by means of sail and setting pole for the remainder of the distance. Arriving at the wreck of the Hartford, he succeeded in securing the remaining boiler, engines and machinery out of the wreck, but the low stage of water precluded his shipping them down the river on his flatboat. Seeing little prospect of taking them with him he buried the engines and machinery in the dry sand on the bank of the river, leaving the boiler on top of the ground where the Indians had fired the boat, and with the wheel shaft as the only freight on his boat dropped down to Topeka, where the shaft was sold. This shaft weighed two or three tons, made of wrought iron. When Simpson returned to Kansas City, he was a bankrupt, so far as his salvage experience was concerned, so he turned the wreck of the Hartford over to Nelson for services and money advanced. The boiler disappeared and the *cache* of the engines is unknown.

An extract from a letter in the New York Times, signed Randolph, runs thus: "Lawrence, K. T., March 27, 1856. I doubt whether there is any better prospect now than there was the first of March for navigating the Kansas river at present. The Lizzie which ran upon a bar some thirty miles below here last summer, remains there still, from last report, while the water is at least five feet above low water mark. This shows she should have been run down to Kansas City long ere this, had the manager desired to do so, but I have reasons for distrusting the intentions of the whole Missouri river boat craft, and for believing they only wish to humbug us, and give us no boats."

Mr. Joseph S. Chick, who arrived in Westport, March 7, 1836, owned the steamer Lizzie, which was used in the Missouri and Kansas river trade. In his testimony in the federal court in Kansas City many years ago, to determine the status of the Kansas river, he stated the Lizzie drew nearly three feet of water, that she made the trip from Kansas City to Lawrence in about twenty-four hours, and that he shipped merchandise to Lawrence by boat, and when the railroad was completed to Lawrence the boat was taken off the river. At the very beginning of white immigration to Kansas the Emma Harmon was the first boat to ascend the river, leaving Kansas City, May 19, 1855, "for Topeka and all way landings." The Excel was never in the

regular trade, being chartered to transport government material and stores to Fort Riley. There were some twenty to thirty passengers on board the Emma Harmon on this trip, and among them were George W. Deitzler, Gains Jenkins, John Speer and family, Mr. Gleason, wife and son, and daughter, the latter afterward being Mrs. Hubbell of Lawrence, Brinton W. Woodward, Philip Woodward, DeLaud and family, L. P. Lincoln, and John W. Stevens, the latter with a printing office to start a paper at Manhattan. The entire party was supplied with fire arms and Dietzler had 100 Sharp's rifles. While the river was high, and in fine boating stage, the pilot ordered the boat tied up for the night when they reached Chouteau's Landing, a distance of ten miles from the mouth.

These details are given in connection with the navigation of the Kansas by these early boats to show the nervous tension over the whole country, as every newspaper was watching daily for any excitement from the new Territory, and these incidents but lead up to the greater that culminated in the civil war. As an instance of this *qui vive* attitude just before or after the Emma Harmon left Kansas City, a negro was taken from the boat, by a party of men who thought him to be a run away, but he proved to be a free man and was turned loose. While he was justly turned loose—the eastern papers were also turned loose, as they continued to make much of the incident.

The next morning, as the boat loosed its hawser at Chouteau's with the first gleam of light, and as the sun rose with a perfect day, the passengers thronged the upper deck, eager to enjoy the beauty of the scene: the ever changing panorama of the winding river, dotted with islands here and there among which the boat turned this way and that, in its course against its currents, the stately cottonwoods shining in the glory of their foliage; the rockbound bluffs; glimpses of emerald prairies in the distance, and, over all the soft skies of early summer. Occasionally an Indian cabin was to be seen, with its occupants ranged in silent wonderment about it; but these were the only signs of civilization, and the forests were as silent and pathless as the river. About noon the boat went to the bank to supply the ever craving boilers with their fuel, and the passengers taking advantage of the opportunity to step (possibly their first time, on the free soil of Kansas) not only had that pleasure, but gathered the first wild strawberries of the season. Shorty after starting again an Indian hailed them, making them understand he wished them to tow a flat boat up the river. He was accommodated, his flat boat being fastened securely, the boat proceeded on its journey. This was an intelligent Shawnee named Tooley, who had built the craft for a ferry boat at Bluejackets Crossing on the Wakarusa, in anticipation of the immigration to the territory. It being Sunday the passengers engaged in religious worship, and Tooley joined them, offering a fervent prayer in

his own tongue. "At the mouth of the Wakarusa, the tow lines were cast off, and the passengers waved a parting salute to the red man, who proceeded to "pole" his ungainly craft up the smaller stream.

The Harmon reached Lawrence just at sunset May 20, and the usual congratulations were passed with the secretary using his superlative vocabulary to express their feelings to officers of the boat.

"It was a great day for Lawrance and they extended many courtesies to officers and passengers in the ovation given them while tied up at Hampshire street. The boat remained at Lawrence a few days, and then proceeded up the river.

"A townsite with a saw mill and shingle nailed to a tree, with the name Douglas painted thereon, and so far as we know, after the turbulent days, when Kansas was considered the bloody ground of the nation. That may be all of Douglas. At Lecompton, the citizens gave the boat a warm reception, and it was handsomely reciprocated by a ball and supper on the boat. At Tecumseh the boat broke a shaft, and passengers went on a hunt, killing a wildcat. When the boat reached Topeka the river had begun to fall, and the captain decided to return to Wyandotte."

The next trip the Harmon discharged upwards of 100 tons of freight at Lawrence. Captain Wing was very popular and did everything to encourage the transportation facilities, but when he brought in 100 tons of merchandise, it would last the town a year, and Charlie Garrett, one of the wags of the town, said the lightest trip the Harmon ever made, was when it took his boots to Kansas City to have them half soled, and on the return trip, made at night while walking ahead at night to carry the boat's lantern, and find the channel, the damp night air nearly gave him his death cold. The Emma Harmon's fate is unknown.

The Financier No. 2 was a side wheeler of 125 tons burden, and accommodation for forty first class passengers. She arrived in Lawrence May 21, 1855, so that at Lawrence on the 20th and 21st of May, 1855, they had the remarkable scene of having three steamboats at their wharf—and possibly that was the first, last and only time Lawrence could make such a boast, for while the water was fine at its flood season, it was of too short duration and like the Lizzie, the boats were withdrawn so soon as the iron horse made its appearance in 1864, and prior to that time the excitement incident to the war, made it too unsafe for boats to be slowly trying to make their headings up the Kansas.

The Financier No. 2 after discharging her freight at Fort Riley, proceeded up the Republican a distance of forty miles, about where Clay Center now stands, making it the highest point ever reached by any steamer that ever navigated the Republican river. It is said she

brought down some native red cedar lumber from the Republican. This boat proved to be too large for the Kansas, and upon her return to the mouth of the river, she sought business elsewhere.

A small side wheeler, the Brazil, entered the Kansas river trade in 1856, and this notice in St. Louis Intelligencer, shows the advertising tendency of that day:

St. Louis Intelligencer, June 8, 1856—"For a delightful trip with pleasant officers, we would recommend the fair ladies and pleasure seeking gentlemen who read this to step on board the good steamer Brazil, Captain Reed, and proceed with that boat to the Kansas river. She leaves this evening, and if found practicable, will proceed to Fort Riley, some two or three hundred miles from the mouth. The traveler on this route will have the opportunity of seeing some of the finest land on the face of the globe, wild and unsettled, to be sure, but more interesting on that account." She possibly got as high as Topeka.

The political life of Kansas began in 1856 and what is known as the "Border Warfare" had its effect on the boats and to show the effect as the unpleasantness continued to increase each year, the following is quoted from a St. Louis paper:

St. Louis Evening News, March 10, 1856: "The business men of St. Louis are becoming alarmed lest the trade of Kansas should be diverted from this city in consequence of the troubles on the river. To counteract the disposition of the people of Kansas to trade with other cities, it is the duty of our merchants to use all means to conciliate and break down their repugnance to our state and city."

A meeting of River Men:—"A meeting of the officers of Missouri River packets was held Saturday, March 22, 1856, in the interests of the trade for St. Louis. One hundred thousand immigrants to Kansas were expected during the year. Capt. Thomas I. Goddin of the Steamer Keystone presided. A letter dated Chicago, March 17, and signed H. W. asked the following questions:

"Will the owners and masters of Missouri river packets carry free state immigrants to Kansas this season?

"Will they afford them such protection from insult and violence as though their political sentiments were more in accordance with the prevailing opinions of western Missouri?

"Will there be any difference made on the part of said owners and masters between passengers from the Northern and Southern states, provided both conduct themselves peacefully and properly?

"Will immigrants from the free states, in your opinion, probably meet with opposition and violence in Weston, Parkville, Lexington, etc., while passing through to the territory, provided they would avoid as much as possible any expressions of public opinion?

"Would you advise these immigrants to take the Missouri river

route in preference to the passage through Iowa and Nebraska as a matter of personal safety and convenience?"

The letter was indorsed by B. Gratz Brown and a strong appeal made to the steamboat men in behalf of the trade for St. Louis. The following is Captain Goddin's answer:

"Steamboat Keystone, Mch. 24, 1856. B. Gratz Brown: Dear Sir. —Your note of this morning and letter accompanying were duly received and contents of letter noted. In reply permit me to say that Missouri packets will, I am confident, not make any difference between consignments from the North and South, but charge all alike; and either will, if they demean themselves properly, be protected from insult. True, there is a good deal of excitement in western Missouri, but I do not think the citizens there will offer violence to any one who may go to Kansas, unless provoked to it by imprudent conduct or conversation. My opinion is, however, that Northern immigrants had better come in small parties, as coming that way they will not create any alarm in western Missouri. I would by all means advise all immigrants to take the Missouri route, as being the quickest, most comfortable and certain.

"Hoping my answer will prove satisfactory in giving an intuition at least of the purpose of the Missouri river packet captains, permit me to subscribe myself. Very respectfully yours,

"THOMAS I. GODDIN.

"P. S.—In a meeting of the association Saturday this matter was talked of, and an agreement come to, to take immgirants to Kansas for $12.00 apiece during the season, say to August 1st.—T. I. G.

From these two letters there is an easy conclusion drawn that political disturbances in Kansas and the offensive attitude of the Missourians, and Missouri river steamboat officers toward free state immigrants retarded the navigation of the Kansas river at this period. This period of accusation and recrimination, was becoming quite unpleasant, and a public meeting was held at Lawrence, Kansas, March 24, 1856, in which resolutions of protests were set forth, on account of some over-zealous pro-slavery people at Lexington, Weston and other places, seeking to disarm immigrants on their way to Kansas. There were no doubt mistakes and indiscretions committed by many of the opposing factions, and while all has passed into history and whole volumes could be filled with approval and condemnation, this volume is too limited to do so, but after the issuance of the protest in Lawrence, March 24th, signed by sixty-eight business houses, the next day, March 25th, Kansas City business men issued a card to the public explaining the disturbances which had occurred at the wharf, which seemed to allay the excitement, but as in all exciting periods there are unprincipled men who commit depredations, without any reference to

political disturbances, so our best citizens were compelled to bear the criticisms unjustly thrust upon them.

The St. Louis papers were full of letters sent in by passengers from the packets, telling of many episodes on the boats, as all suspicious looking boxes were watched, and in one instance when opened at Kansas City, contained a piano for a lady at Ossawatimie, Kansas.

The steamer Lightfoot was the first boat built in Kansas, and bore across the stern above the wheel this legend: "Lightfoot of Quindaro." W. M. Arny and Matt Morrison were the first commanders. She was a stern wheeler, 100 feet in length and 24 feet beam, with a hold of 3 or 4 feet and had no texas, the pilot house being the only structure above the hurricane deck. Only a few rooms, and freight capacity about 75 tons on a draft of eighteen inches. This boat was built by Thaddeus Hyatt, of New York, an enthusiastic friend of Kansas.

This boat started on its first and only trip on the Kansas river from Wyandotte on April 4, 1857, and ended May 9 of the same year. The trip to Lawrence, a distance of 60 miles by river, occupied three days.

This boat, the Lightfoot, was built expressly for the Kansas river trade to run from Kansas City, Wyandotte and Quindaro, to Lawrence, and the people flattered themselves that Lawrence was about to become almost a seaport, or at least a port of entry for cheaply freighted goods, but this was her last and only trip, for, like all her predecessors, she soon sought other waters.

We could continue to give the history of each of the thirty-five boats named in the list at the head of this chapter, but the story of the remainder is with but few variations, a repetition of those that have been given. There is the story of the Violet, a side wheeler, with a history in Southern waters during the war, quite interesting. The steamer Lacon, another side wheeler on the Kansas, made several trips to Lawrence. The year 1857 was the driest up to that date, in the history of that territory. During the summer of that year it was safe to ford the river at almost any point.

The steamer Minnie Bell made quite a showing on the Kansas river in 1858. The Kansas City Journal tells of her trip to Lawrence with 50,000 feet of lumber. On the 9th of July she laid up at Lecompton all day on account of a heavy storm. On July 15th she again left Kansas City with 80 tons of freight. On the 25th day of July the drawbridge at Topeka had been washed away by a flood and on August 17, J. S. Chick came down the Kansas Valley by stage and reported the Minnie Belle aground ten miles below Manhattan. On August 26 Mons Bordeau arrived at Kansas City with the first news of gold at Pike's Peak, and advised miners to take the Arkansas river route as "the

Kansas is destitute of timber and water." In September the steamer ran from Lecompton to Kansas City, a distance of seventy-five miles by river, in seven hours and made seven landings. Late that fall the Minnie Belle, piloted by Ed Monroe, made her last trip from Lawrence to Kansas City. She was attached for debt and lost to view.

Early in 1858, the Kate Swinney, possibly the largest boat ever on the Kansas river ran up to Lawrence with 700,000 feet of pine lumber. She was one of the finest boats on the lower Missouri river trade, a side wheeler, drawing six feet of water, the stage of the river may easily be imagined. The year before it was the lowest, but in 1858 it was the highest water since the great flood of 1844, and was never exceeded since until 1903. This trip of the Kate Swinney to Lawrence gave inspiring hopes to the people of Lawrence that the Kansas would be found navigable, at least to their city.

In 1859, an elegant little steamer, Silver Lake, left Kansas City, March 17, 1859, for the Kansas river. She seemed to have every requisite for successfully navigating the Kansas river, combining lightness of draft with great power. This boat was intended to go as far as Manhattan, but from the Kansas City Journal it appears she made the run to Topeka. Kansas City Journal, April 1, 1859: "The steamer Silver Lake returned yesterday from Topeka after a most successful trip, loaded with corn and hides for Colonel Nelson and J. S. Chick & Co. It was gratifying to see the great piles of corn and hides piled upon the levee, the first shipment by steamboat ever made of the products of Kansas. On April 16 the Silver Lake returned from her second trip to Topeka having made the run from Kansas City to Tecumseh in twenty-seven hours.

"On May 19 this boat ran from Lawrence to Kansas City, a distance by river of sixty miles, in five hours, and made six landings, carrying 2,300 bushels of corn and twenty passengers.

The last trip of the Silver Lake to Lawrence was made July 10, 1859.

The captain of this boat was called "Old Willoughby" by river men, not as an endearing term but rather in aversion, for he was noted for his vociferous and shocking profanity. He had no peer or pretended rival, even among the blasphemous deck officers, who swore with every breath. Willoughby distrusted his officers, and refused to allow the clerk to handle the boat's money or put it in the safe, and carried it about him stowed away in his clothes. When last heard from he was eking out an existence down at Memphis catching catfish.

On May 29, 1859, Captain Willoughby published a card in the Journal in his own vindication concerning an unfortunate accident at Delaware crossing, in which a ferryman lost his life. He states the pilot sounded the proper signal for the ferry, but the man in charge failed to act promptly in lowering the cable for the boat to

pass over. He was too late. When the steamer was but a short distance away the ferryman climbed out on the cable, sliding a heavy weight before him to sink it for the boat to pass over. The cable caught on the boat and the utmost confusion ensued, as the upper deck was in danger of being torn off. In the emergency Captain Willoughby ordered the cable to be cut, which was done, and the ferryman was precipitated into the river. A yawl was immediately lowered, but the unfortunate man had been carried under the boat and was drowned. Captain Willoughby gives it as his opinion that several lives would have been lost if he had not cut the cable.

The bridges of today must be opened or lifted to let the boats pass, quite different from the old ferry cables that had to be lowered, sunk low enough in the water for the boats to pass over.

The Kansas City Journal from April 4, 1859-1866, tells of trips of the Colonel Gus Linn and Star of the West, and the Eureka and several other boats on the Kansas River to 1865.

This announcement, perhaps, was a mistake in the Journal, as no mention was ever made of the Morning Star being on the Kansas river. Captain Tom Brierly's floating palace, the famous Morning Star, was one of the most elegant steamers that ever floated on the Missouri river, or any western river. The excellence of her table was remembered by all who traveled on the river, the style of her waiters, who wore evening suits when serving dinner.

In 1859 another boat, the Colonel Gus Linn, made a season's record, commencing April 11, 1859, when it was finished at Pittsburgh expressly for the Kansas river. Captain B. F. Beasly had made a trip on the Excel in 1854, and this boat drew 6 inches aft and 7 inches forward. She had fine accommodations for passengers, and expected to go within 150 miles of Pike's Peak. The Linn arrived at Kansas City, May 7, 1859, and left May 10th and a log of her trip from the Leavenworth Times, mentions May 17—from Manhattan, where a ball was conducted in the cabin until after midnight.

May 10th, passed the draw in Wyandotte bridge and on May 15 reached St. Mary's, Mission, where the settlement contained 4,000 Indians. May 16 reached Wabaunsee, county seat and prospective terminus of a railroad. "Passing the embryo city of St. George ten miles above, we reached the junction of the Kansas and Blue rivers and moored in full view of the flourishing city of Manhattan."

In the spring of 1866 the floods carried away the railroad bridge at the mouth of the Kansas, and the company chartered the Alexander Majors, a big side wheeler, to run to Lawrence until the bridge could be rebuilt.

This was the last steamboating on the Kansas river. The railroads early secured the passage of a bill in the Kansas legislature which was intended to put a quietus on navigation of the Kaw forevermore, and it did. Act February 25, 1864.

CHAPTER XXIX

JOHNSON COUNTY, KANSAS

A Part of Greater Kansas City. Settlements on Smaller Streams. First Indian Settlement, 1824. Shawnee Mission, 1830. Treaty of 1825. Reverends Thomas and Wm. Johnson, the First White Settlers. First White Man Born in Kansas. Training Schools, 1836. Manual Training School, 1839. The Buildings. History of School. First Orchard in Kansas. Drought of 1847-48. Dr. Nathan Scarritt. Reverend Thomas Johnson's Assassination. Mrs. Edna Anderson's Vivid Story. Mrs. Johnson's Miraculous Escape. Reverend Isaac McCoy. The Baptist Mission, 1831. Dr. Johnston Lykins. Jotham Meeker. First Indian Book Printed. First Territorial Legislature at Shawnee Mission, 1854. Rev. Thomas Johnson, President of Council. His Son Member of House. First Legislative Acts, Recognition of Santa Fe Trail and Other Roads. County Named for Rev. Johnson. A Demorratic Stronghold. First Election. Olathe Made County Seat. Quantrell Sacks Olathe, 1862. Several Killed. Battle of Blowhard. Battle of Bull Creek. Shawnees Migrated to Indian Territory in 1861. Settlers Jumped Their Lands. The Black Bob Lands. Some Kansas History in War. H. E. Palmer's Story. Charles R. Jennison.

Within the superscribed boundary of Greater Kansas City, as represented by the map, covering 15 miles square, the territory constitutes parts of two counties in Kansas, Johnson and Wyandotte, and while the early settlement of Wyandotte county necessarily relates to the transfer of the Wyandotte Indians or Nation to that county in the early forties, the history of Johnson county antedates it by a decade or more and therefore in order to keep these relations in proper chronological order, the settlement of Johnson county, and the activities of the first missionaries to the Indians in Kansas territory, or even before it was established as a territory, but reserved for the Indian hunting ground, will now b given: While the Missouri river, in all its primeval granduer, would appear to be the first to attract the aborigines of our fair land, yet they seemed to seek rather to settle along the smaller streams flowing into the great river, perhaps, liking the open prairie, or the advantage of both woodland and prairie, the one for protection from the fierce winds, and the other for closer proximity to their hunting grounds, their chief avocation being the pursuit of the buffalo on the prairie. The early missionaries to the Indians found them chiefly settled along the smaller streams of Kansas, avoiding also the incursions and fierce wars constantly waged against them by the Sioux, Iroquois, and many other hostile tribes. While there had been established a few missions among the Shawnee Indians prior to 1824, these were possibly individual enterprises and there is not given any authentic accounts of their efforts.

FOUNDING OF SHAWNEE MISSION

The Missouri Conference of the Methodist Episcopal Church, which convened in the City of St. Louis, September 16th, 1830, when St. Louis had about five thousand people, and had jurisdiction over the whole western country, was the first to send missionaries to Kansas Indians.

Bishop Robert B. Roberts was the presiding officer of the conference, when the question was first introduced, and there was found a desire among the members of the conference that some volunteers should be sent as evangelists to the Indians. After some discussion, after the introduction of the subject, a resolution was adopted with this Preamble: "The members of the Missouri Conference considering the great necessity for missionary exertions, and feeling a willingness to aid in the great work of sending the gospel among all people, form themselves into a missionary society of the M. E. Church, etc." This is not a missionary society, such as this great church now has, but the members of this Mission Conference, some of whom received less than forty dollars per year for their labors, resolved to contribute a part of their limited means toward sending the gospel to those in greater need.

This call to mission work at this conference was heard and answered by two devoted brothers, Thomas and William Johnson, who volunteered to enter this Indian mission field as their life work. The Missionary Conference had had at this time twenty members, and nearing the close of the session when the bishop read out the list of appointments, among the appointments he read the two new missions they had just created, the first, "Shawnee Mission," Thomas Johnson; and immediately following the "Kansas or Kaw Mission," Wm. Johnson. These two brothers immediately prepared themselves and were soon on their way to commence their labors in the new field.

By the treaty of 1825, the United States Government set aside as a reservation for the Shawnee Indians a tract of 1,600,000 acres of land described as follows: "Beginning at a point of the boundary line of the state of Missouri three miles south of where said boundary crosses the Kansas river, thence continuing south for twenty-five miles, thence due west one hundred and twenty miles, thence due north until said line shall intersect the southern boundary of the Kansas reservation, thence due east, coinciding with said southern boundary line, of said reservation to the termination thereof; thence due north coinciding with the eastern boundary of said reservation to the southern shore of the Kansas river, thence along said shore to where a line from the place of beginning drawn due west shall intersect the same, estimated to contain 1,600,000 acres."

The northeast corner of this tract near the Missouri and Kansas rivers, a part of which was covered with fine timber and the remainder prairies, where the larger part of the Shawnee tribe had congregated by the year 1830, their most populous settlement being in Wyandotte county, south of the Kansas river. The prophet of the tribe, a brother of the famous old Indian warrior Tecumseh, had established his home near the present site of Turner, Kansas. Thomas Johnson built the first log house in Kansas very near the

home of this Indian prophet in 1830. Jesse Green was presiding elder of this Indian mission field.

Colonel Alexander Johnson was born in this house July 11, 1832, and so far as the records show was the first American citizen born in Johnson county, and the Territory, which later became the state of Kansas.

In 1832 at the annual missionary conference, the report from Shawnee, Mission, was given as nine whites and thirty-one Indian members, and $4,800 was appropriated for the mission and school by the conference that year. The following year, 1833, Bishop Joshua Soule visited the mission, spending a few days on his way to the Indian missions farther down in the Territory. In the conference report of 1834 the membership had increased to eleven whites and three hundred and eighty Indians. In 1834 to show the progress of this mission a letter written by Thomas Johnson to Jesse Green is here given:

Dear Bro. Greene: Shawnee Mission, February 17, 1834.

We have great excitement in the Indian country, some of the leading men of the Shawnee nation have lately surrendered their prejudices, twelve or fourteen have lately joined our society. The Peoria nation have submitted to the yoke of Christ, forty of them joined last Sabbath week. Write to us and let us know when you will come to see us. I will try to be at home.

Yours truly, THOMAS JOHNSON

In 1834 this was formed into the Indian Mission District, and Thomas Johnson was appointed superintendent. The appointment read at the conference was to "Mission and School." Thomas Johnson was superintendent to 1836. In 1842 the superintendent was changed to presiding elder. Mission schools were first conducted in each tribe. The salary was one hundred dollars per annum for the head of the school, and the same for his wife, who assisted as teacher. Reverend Lorenzo Waugh was appointed a missionary to the Shawnee Mission in 1837 and Thomas Johnson was superintendent. It was in this year that Mr. Joseph S. Chick, then a resident of Westport at that time, 1837-38, and later president of the Kansas City National Bank, visited this mission school and stated to the representative of the Historical Society of Kansas, that he "saw one teacher there, a man by the name of Waugh."

It is said in the early days of this mission Reverend Thomas Johnson, being short of horses in the busy crop season, was known to ride an ox to meet his appointments when superintendent. The first church building was built in a grove on the county road about four miles west of the Manual Labor School, six miles southwest of Kansas City, Missouri. The first school was taught in 1836, in the building located four miles south of the original town of Turner, Kan-

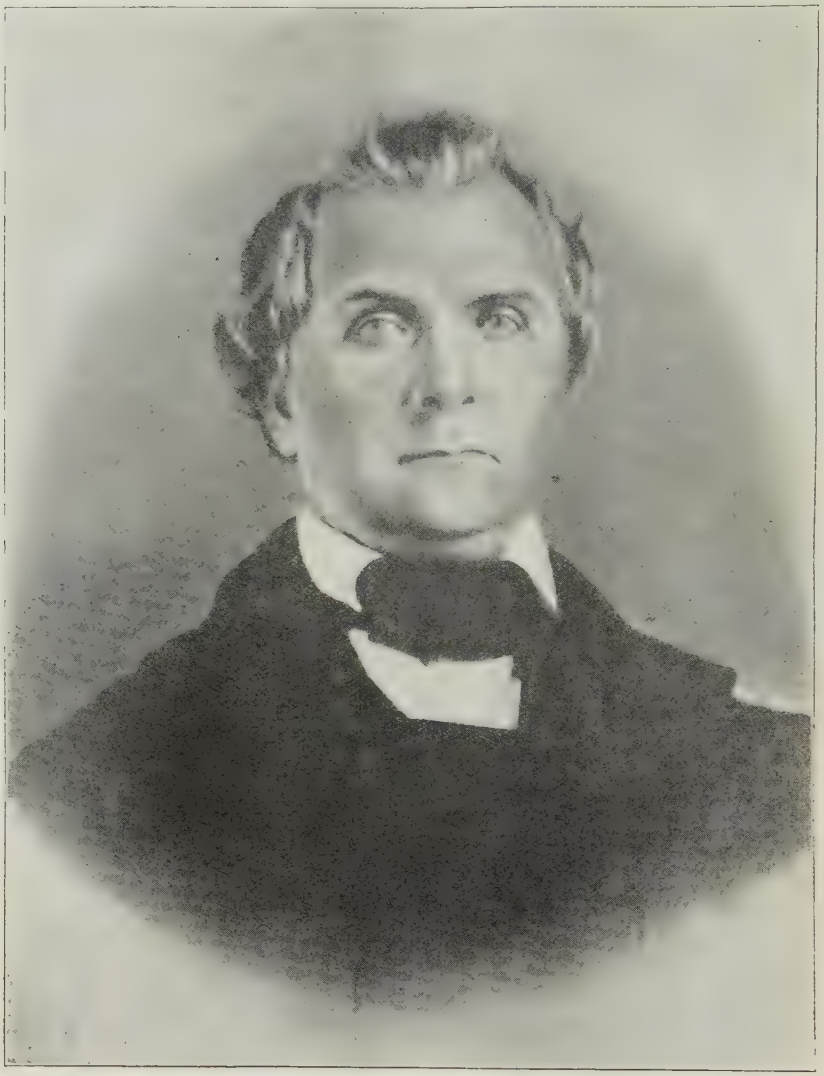
sas, and Thomas Johnson was superintendent, assisted by his wife.

In 1838 the Shawnee Manual Labor School was founded, seventy-five thousand dollars voted for it by the Missouri Conference, and through Reverend Thomas Johnson's efforts the government at Washington appropriated twenty-four hundred acres of land. The first building was begun in February, 1839, in a beautiful woodland valley, three miles southwest of Westport on the California road. The first four hundred acres of land were enclosed by a rail, worm fence. The rails were split by the Indians from the timber growing upon the land. The Indians split about forty thousand rails in a short time and built the fence.

The first apple orchard planted in Kansas was planted upon twelve acres of this four hundred acres of enclosed ground. One hundred and seventy-six acres were planted in corn. The buildings which were soon on the way employed forty hands. Brick kilns were built and the brick were moulded and burnt on the grounds. A few brick were shipped from St. Louis, and a part of the lumber such as flooring, finished sash doors, etc., were shipped from Cincinnati by boat, down the Ohio, and up the Mississippi and Missouri rivers.

The two large brick buildings were erected on the south side of the California road in the proximity of a very fine spring, which was between the two buildings. The east building was one hundred and ten feet in length by thirty feet in width, two stories high—used as the main school building, the upper story being used as a dormitory for the boys. The superintendent also lived in this building. The west building was one hundred feet in length by thirty feet in width, with an ell, the front two stories, the upper story used for the girls' apartments, the lower floor was used as the dining hall, while the ell was used for kitchen, store room and pantry. This dining hall had tables to accommodate from two to three hundred at a time. These buildings were made historical, as they were the only buildings in the territory large enough to accommodate the first legislature in Kansas, which met here in 1853-4. The assemblage of the delegates was convened in the large school room of the east building, the west building being used as the boarding house and dining hall. This was what was called by some the "Bogus Legislature," yet was recognized by the President of the United States, and the congress and the first laws of the territory were made here, and their enforcement carried out, although resisted by the free labor men, principally the settlers in and around Lawrence. These buildings were within one hundred yards of each other, conveniently near the great spring which was the source of fine, pure water, used by the community. There were many log houses and shops scattered about over the grounds, including blacksmith shop, carpenter shop, wagon shop, shoemaker shop, tool house, barns, granaries, brick yards, saw mill, and a steam flour mill which ground three hundred bushels of wheat per day.

SHAWNEE MISSION.
Top, Girls' Home and Dormitory. Bottom, Boys' Home, Large School Room; Used by First Kansas Legislature.



REVEREND THOMAS JOHNSON
Established Shawnee Mission 1830, First Missionary to Indians in Kansas.

The Manual Labor School opened in October, 1839, with Reverend Thomas Johnson as superintendent. Reverend Jesse Green and Reverend Jerome C. Berryman were teachers, the latter was superintendent of the manual training department. The reported attendance at the school the first year was seventy-two scholars, from the following tribes: Shawnees 27, Delawares 16, Chippewas 2, Gros Ventres 1, Peorias 8, Pottawatomies 7, Kansans 6, Kickapoos 1, Munsees 3 and Osage 1. At that time they could accommodate 80.

They were required to attend their school duties for six hours, and to put in six hours at manual labor on the farm. The girls did the cooking, the housework, and made the clothing not only for them-

selves, but for the boy students, the mechanics and laborers in connection with the farm work at the mission. They were taught to spin and weave, and when Bishop Andrews made them a visit, they presented him with a pair of trousers of their own make, possibly direct from the wool from the sheep's back to their finished product, all hand made. The system of the school was very rigid—the rising bell sounded at 5 a. m., when the men went out to do up the morning chores, before breakfast, such as providing necessary fuel for the fires in the two large buildings, feeding the live stock and milking the cows, about thirty to forty, while the girls prepared the breakfast which was served at 7 a. m. The noon meal was eaten between 12 and 1 p. m., and tea or supper at 6 p. m. Children were charged $75.00 tuition per annum, which included board and washing.

The farm produced the first year two thousand (2,000) bushels of wheat, four thousand (4,000) bushels of oats, thirty-five hundred (3,500) bushels of corn, and five hundred (500) bushels of potatoes. They had raised and accumulated one hundred and thirty (130) head of cattle, one hundred (100) hogs, five (5) horses and later three tame buffaloes.

Reverend Jerome C. Berryman was placed in charge of the manual training department in 1843, when the school had increased to one hundred and ten scholars.

When the first territorial legislature was convened in the schoolroom at Shawnee Mission in 1854, the Reverend Thomas Johnson was chosen president of the council. On account of impaired health Reverend Thomas Johnson was succeeded in 1841 by Reverend Jerome C. Berryman. At the organization of the Methodist Episcopal Church, South, in the separation of the Methodist Episcopal Church in 1844, it was decided all these Indian missions in Kansas were to be changed to the Methodist Episcopal Church, South, and as per this agreement, the Indian missions, the Kansas Missions were entered upon the rolls of the First Methodist Episcopal Church, South, when it convened at Louisville, Kentucky, May 10, 1845. As the Kansas missions all went with the southern branch, Bishop Joshua Soule held a conference at Shawnee mission in 1844. Bishop Joshua Soule and Bishop Thomas A. Morris visited Shawnee Mission on their way to Tahlequah in the Indian Territory. They landed at Westport Landing from a steamboat October 10, 1844, about dusk or sunset, and making their way up a steep hill, found the new cabin of Colonel Wm. M. Chick, on the summit, who had been washed out of his home in the Kansas river valley in the flood of 1844. Colonel Chick was determined to take no more chances with floods, so had built on this high ground, certainly immune from the future floods, as it stood on the very crest of what has since been known for many years as "Hobo Hill." The next morning the bishops rode on horsebeck, seven miles in a southwestern

direction to the Manual Labor School at Shawnee Mission. Bishop Soule complimented the work of the students at the school, saying, "it equaled the work done by students in the city schools."

Reverend Thomas Johnson began his first mission work in 1830 near Fred Chouteau's trading post on the south bank of the Kansas river about six miles from its mouth. There was a great drought in Kansas in 1847 and '48. Very little rain fell in the two years. Their springs failed, and in the summer of 1848 they were compelled to haul water for two miles to keep their steam flour mill running.

Reverend Johnson returned to the mission in 1847 and remained until it was discontinued during the war. Reverend Nathan Scarritt served at the mission for three years, from 1848 to 1851, and during his term at the mission, Miss Anna, his daughter, who became the wife of Bishop Eugene R. Hendrix, was born. Doctor Scarritt took charge of the three missions, the Shawnee, Delaware and Wyandotte. Reverend David D. Dofflemeyer and native helpers were his assistants. Reverend Thomas Johnson made his last report to his conference on September 6, 1862, after which the school was abandoned.

Prior to this time Reverend Thomas Johnson had moved his family to what was known as the old Davenport home, situated about 35th and Agnes avenue, now Kansas City, Missouri. Here he carried on the life of a retired minister looking after his farm. This was one of the large, old style colonial mansions, and the best known house in that part of the city. Reverend Johnson came to this Davenport house in 1858, and during the war was connected with the Union Bank, at Fourth and Main streets.

THOMAS JOHNSON'S TRAGIC DEATH.

There was not during the war a murderous death that was perpetrated within the present limits of Greater Kansas City so uncalled for and so unexplainable, and about which so many accounts have been written, as that of the Reverend Thomas Johnson. Some attributed his untimely shooting just after midnight on the early morning of January 2, 1865, to the militia band, perhaps from Kansas, while others name the guerillas as the perpetrators of this dastardly deed. In order to clear up this conflict of opinion upon the part of those who have not taken up these different accounts, the reading of the account which appeared in the Kansas City Journal on the 3rd day of January, 1865, as well as several biographers, we have received the latest statement from his daughter, Mrs. Edna Anderson, the widow of Wm. J. Anderson, the former cashier of the National Bank of Kansas City.

Before giving Mrs. Anderson's direct account of the episode itself, in order to show the uncompromising and reckless actions of men on the border, some sketches of this man's character may be helpful to show that this man could not be classed as an ordinarily disloyal man, because he was a Southern Methodist preacher.

In one biography we find Reverend Thomas Johnson, "a patriot, a philanthropist, a Christian, and a benediction to the church and state. We knew him when a boy, was taught by him in school, and never knew a better man." In the extended narrative which follows, a few extracts are here given:

"He was frequently and extensively spoken of in connection with the highest office and honors in the gift of the church; and yet he was so quiet, so humble, so approachable, and so generous in his feeling for the lowly and the poor, and the suffering that with his benevolent countenance and his frank, open manners, the savage Indian was awed into reverence, the lonely wayfarer felt drawn toward him, the poor, the sick, the dying found him a counselor and friend, and the dirtiest and lowest Indian child learned to rejoice in his coming and hail with many expressions of pleasure the notice of the "Big Chief," a patronymic which the tribes gave him wherever he was known.

HIS STRICT NEUTRALITY

"He kept himself aloof, with great propriety and prudence, from the Missouri-Kansas broils of 1856, and when the Civil War broke out in 1861 he was found loyally and positively on the side of the Union. He took no part in politics and determined to keep out of the war, but a man so well, so long, and so extensively known, living on the very borders of strife, and between the two opposing sections as it were, could not keep from the public, nor did he care to conceal his sentiments on the great issues that were convulsing the country from one end to the other. He opposed secession on the one hand, and coercion on the other. Yet he loved the Constitution and the Union of our fathers, and rather than see the one destroyed and the other dismembered he would favor a resort to arms. His loyalty to the government was never called into question, nor was his love for and loyalty to the church of his choice—the M. E. Church, South—ever doubted.

"He was a living and sublime refutation of that oft repeated falsehood that Southern Methodism and secession were one, and that a Southern Methodist preacher was, per se a rebel and a traitor. Mr. Johnson loved the union of these states, and was loyally, earnestly and notoriously in favor of its preservation, but he loved his church, her discipline, her doctrines, her principles, and was just as loyally, earnestly and notoriously in favor of the preservation of her distinctive identity.

"With such sentiments it was not surprising that he was harrassed first by one party, and then by the other, during the early part of the war. He was often required to provide for and feed soldiers, and his horses, wagons and provisions of every kind were pressed into service of the army."

After the close of the Shawnee mission, Mr. Johnson was living on his own farm, 600 acres, and in his own elegant residence, two

miles southeast of Westport in Jackson county, Mo., three miles from the Kansas state line, and five miles from the old Shawnee mission. The whole of the property at old Shawnee Mission, had been given him by the Indians, and purchased by him from the government, and was now occupied as a residence by his eldest son.

After the first two years of the war, he was molested but little, yet he never felt entirely secure, so many good men had been murdered, and so much property destroyed, and so far he had passed through it all safely, and after Price's last raid in 1864, and its immediate effects had passed, he began to feel fairly secure.

His suspicions had often been aroused by rumors, but were as often allayed. During the Christmas holidays of 1864, he was again notified of some enemies plotting against him, but why they wished to molest him, he had no means of knowing. While he retained his cautiousness, his suspicions had again passed.

MRS. EDNA ANDERSON'S VIVID STORY

Because of the many discrepancies in the many different write-ups of the untimely taking off of this self-sacrificing man, one who had given more than three decades of his life to the upbuilding of his church and the kingdom among the different tribes of Indians, that had centered or concentrated in close proximity to the old Shawnee Mission, there is here given the story of his daughter, Mrs. Edna Anderson, who was born in the old mission house still standing on the north side, and was present, a girl about eleven years of age at the time of her father's untimely death:

"My father, the Reverend Thomas Johnson, had moved with his family from Shawnee Mission in 1858 to a farm of 600 acres, known as the Davenport farm. The house which stood for many years at what is now 35th and Agnes avenue, Kansas City, Mo., was of that type of old colonial homes so well known in our early days in Missouri. The front door entrance to the main hall being a single, large heavy front door with side lights on either side. My father was a Southern man, a Southern Methodist preacher, and would have gone with the South had his state gone, but he was like Thomas H. Benton, a firm believer in the Union.

"As a Southern Methodist preacher, living in a very large home, and that inate hospitality always characteristic of his whole life he was extremely popular, and well known throughout all the border territory, having been principally at Shawnee Mission for more than thirty years, therefore, undoubtedly the best known man on the western border, being known and respected both by the Indians and whites, and called 'Uncle Tommie' by all.

"During the border warfare, he was always considered a Southern man, and all Missourians were welcome at all times at his home, while he had always been conservative and considered a loyal citizen.

"After the issuance of Order No. 11, August 25, 1863, many who were driven from their homes in the surrounding counties, were housed and quartered at his home, there often being fifteen to twenty families there at a time, whose houses had been burned.

"Some time after this all citizens who remained in the counties affected by this order were required to report at headquarters, and subscribe to the 'Oath of Loyalty.' Most of the able-bodied men were required to do home guard duty. My father, on account of his age and health, was excused from active duty, but was appointed 'Corporal of the Guard' to look after the patrolmen in his neighborhood. During this process of swearing in, neighbors and friends often came to my father, who were known to him as being peaceable, law-abiding citizens, asking him to vouch for them as such, and he was often called upon as a witness to their standing as to their loyalty, and was known to assist many in every way in his power, when he was not called upon to swear falsely.

"One day, possibly in the spring of 1864 or later, a certain woman, whose name has been forgotten, came to my father, bringing with her the printed affidavit, which called for witnesses to attest to her loyalty. She was known as one of the warmest sympathizers of the South, and one at whose home the guerillas frequently made their headquarters, and my father had to refuse to sign the affidavit, telling her he would be glad to go with her and do everything in his power to assist her, but he could not sign the affidavit, thereby telling what everybody knew was false.

"Quantrell's men were roaming back and forth at irregular intervals on their raids over the border and after this refusal this woman reported to them that she knew Mr. Johnson was a Union man, and to prove it, she suggested a squad of them should ride up near his, house and shout, "Hurrah for Jeff Davis," and that they would find it reported the next morning in the Kansas City Journal.

"At this time my father and Colonel R. T. Van Horn were associated on the board of directors in one of the banks in Kansas City. They were particular friends, and Colonel Van Horn often came out to father's farm for a hunt. He came out with some friends one morning, and after a successful hunt had returned and was busily engaged dressing the squirrels and rabbits in the back yard, when suddenly a squad of guerillas rode past shouting 'Hurrah for Jeff Davis,' and fired their pistols, and passed on. It was nearly noon, and according to her custom, mother was expecting them to remain for dinner, but so soon as the shouting guerillas had passed out of sight, Colonel Van Horn and his friend mounted their horses, and it was never reckoned the speed they made on their return trip to Kansas City. There was certainly no time lost, and they knew the shortest and best route. Colonel Van Horn being editor of the Journal, very promptly wrote the

account of his experience at Reverend Thomas Johnson's the day before, possibly giving it first page space, with heavy headlines—thus proving to these guerillas that the woman's assertions were true, and my mother and family have always considered that this was the principal grudge the guerillas had against my father and the reason for their murderous act on January 2, 1865.

"Had Colonel Van Horn not been there at the time, it would have been compulsory on my father to report the episode, as he was under oath and the county under martial law, to report the whereabouts of guerillas known to him to be in the neighborhood, and to give to the Federal authorities any and all information he had obtained in any way in regard to them or be subject to the consequences, if they could prove they were being harbored or protected in any way by them. Colonel Van Horn being an eye-witness to this episode my father had nothing whatever to do with the report to the Journal, and yet was held responsible for it.

"On New Year's night, January 1, 1865, some time after the above instance, about 12 o'clock a few of the patrolmen came to the house, to receive orders from my father, who was corporal of the guard, possibly asking if they could come in and warm, but father instructed them, telling them the fires were out, and the family all in bed and he could not let them in, so they left to go about their patrol duty.

"About an hour after this, about 1 or 1:30 a. m., the morning of January 2, 1865, father heard some horsemen ride up in the front. He had not yet fallen asleep since the patrolmen left, so when they halloed he immediately went to the door, and mother followed him. Father opened the door a few inches, so that he could see them and answer their call. They first inquired the way to Westport, and then to Kansas City, and then asked for a drink of water, and father told them where the well was located, and the dipper hanging conveniently, and they were welcome to help themselves. Mother being with him at the door soon sensed some evil intent of such a band coming up that time of night; there were nineteen in all, and as they began to dismount, and entered the gate she urged father to close and lock the door, as they noticed some of them were approaching the front door instead of going toward the well for water.

"Several men approached the porch, and at mother's request father closed the door, and just as he was in the act of closing it they fired through the panel of the door, a heavy oak or walnut door, and as he reeled against the door in some way he must have struck the long key and locked the door, thus breaking his fall, and mother caught him in her arms and eased him to the floor. The lock was one of those old-fashioned locks, with a key some eight to ten inches long, very heavy. Mother immediately sent her son, William, my youngest brother, and Mr. Patterson, the manager of the farm, up-

SUPERINTENDENT'S HOME, SHAWNEE MISSION.

stairs for a lounge, and they returned with it and placed father upon it. He had expired by this time. As the men outside had not yet discovered the presence of other men in the house, mother sent the two men back upstairs. In the meantime mother or my sister, then fifteen years of age, discovered they had set the house afire on the back porch. She drew two buckets of water from the large hot water tank on the kitchen range, and with my sister to watch and close the door, went out and put out the fire. One of the men was on the porch, but did not molest her. Mother then thought of the arms and ammunition that were down stairs, and that her son and companion upstairs might need them, so she gathered them up and took them up a back stairway to them and by this time the murderers had surrounded the house, and several of them fired upon her, while she was visible on the stairs. While many shots were fired, not one of them touched her, but when she examined her clothing the next morning she found where many shots had passed through it.

"The night was one of those bright, moonlight nights, with snow upon the ground, making everything plainly visible, and as they made the second attempt at firing the house, and mother again saved it, she advised the men upstairs to shoot at a man who seemed lingering near the corner of the house. They fired upon him and from the blood spots found upon the snow the next morning, they must have wounded him. By this time the hour was getting late, or rather nearing the hour 4 a. m., when farmers awakened at that day—and the band, feeling they had accomplished their chief purpose, left. Upon the back porch there was a large bell, from which a rope extended into the kitchen, used in calling the men to their meals, and mother could have spread the alarm to the whole neighborhood, had she pulled the rope, but she feared even if she had called the second foreman on the place, he would have been shot down as he approached the house. Mother's bravery and courage as well as her wisdom was wonderful in such an hour. After she knew all the guerillas had gone she had the bell rung and before 7 a. m. there were gathered one hundred or more men from the neighborhood, and later many from Kansas City and Westport.

"My younger brother, William, had returned from William and Emory College, some time before, and meeting with Upton Hays had enlisted without the consent of my father, thinking it was only for home guard duty, but when father heard of it, he had him released and sent him and my older brother, Andrew Monroe, to Colorado, so they would be beyond the war zone. My eldest brother; Colonel Alexander S. Johnson, was in the battle of Westport with the Kansas troops. We thus had one of those families in which brother would have fought against brother had my father failed in preventing my younger brother joining the Confederate army by sending him to Colo-

rado. He had returned shortly before father was taken from us, and was the only one of my brothers at home that night.

"My father was buried the next day at old Shawnee Mission, and mother never returned to the home on the Davenport farm but moved her family back to Shawnee, where she afterward made her home with her son, Colonel Alexander S. Johnson.

"In the years after the war, our family has secured information here and there to identify the men in the band, some of whom were known to have been with them on that New Year's night, but at this day it would serve no good purpose to name them, but all are satisfied they were guerillas that killed the man who had befriended many of them in the early days of the war."

The assassination of Reverend Thomas Johnson was given in the Kansas City Journal, January 3, 1865. Johnson county being the passway between Westport and Lawrence, the two hottest places during the border warfare, wherein many good men were slain, and their blood stained the fertile soil of Johnson county, for any attempt to be made to relate them in this brief sketch of the county, but this one is given for the reason that Reverend Thomas Johnson was the first white man to settle in the county and for whom the county was named, and by far the most conspicuous assassination which occurred within the present limits of greater Kansas City after Price's invasion in 1864.

Reverend William Johnson established the first Methodist Mission among the Delawares in 1831, and was closely connected in the work at Shawnee Mission in later years, when Reverend Thomas Johnson's health failed. Reverend William Johnson died in 1842.

The Baptist Mission was established among the Delawares in 1831 by Reverend Isaac McCoy. Doctor Johnston Lykins went to this Baptist Mission in July, 1831. Doctor Lykins was active in a triple capacity at this mission, as a missionary, a teacher and physician. He was once postmaster of Westport, and was afterward selected the second mayor of Kansas City, and was its first legal mayor. He established this Baptist mission school on the Missouri state line, at his own expense. Reverend and Mrs. Robert Simerwell, Mrs. Jotham Meck and Reverend and Mrs. Moses Merrill arrived at this Baptist mission in the fall of 1833.

A Quaker mission was also established a few miles from Shawnee, but possibly in Wyandotte county, in the neighborhood of White Church.

A marble shaft erected at the grave of Reverend Thomas Johnson bears this inscription:

Reverend Thomas Johnson
The devoted Indian Missionary
Born July 11, 1802
Died January 2, 1865.

He built his own monument, which shall stand in peerless beauty long after this marble has crumbled into dust, a monument of good works.

Thomas Johnson's monument at Old Shawnee Mission, a most conspicuous shaft, was erected by the family after the war.

Johnson county was organized in 1855, and named for the Reverend Thomas Johnson, its first white settler. When first organized the Kansas river constituted its entire northern boundary. It is now bounded on the north by Leavenworth and Wyandotte counties and on the east by the state of Missouri; on the south by Miami county and on the west by Douglas county. Its surface consists of undulating prairies and valleys skirting along its various rivers and creeks. The entire county was occupied exclusively by Indians prior to 1828, then known as the Kansas Indians. Some members of this tribe in passing through St. Louis in 1830 were exposed to smallpox, and brought it to the colony, with disastrous effects.

A part of the Shawnee tribe commenced immigrating from Ohio as early as 1824, and continued to concentrate along the Kansas river, the remainder arriving from Ohio in 1832.

John Perry was the chief of the Shawnees until his death in 1850. John Francis succeeded him, reigning four years, being succeeded by Captain Parks for two years, but remained until Graham Rogers was chosen for two years, when the well known chief, Chas. Bluejacket, served four years. Graham Rogers again served for two terms and died, Charles Tucket was then elected, continuing so long as their tribal relations lasted in 1866.

Their chief occupation was hunting and fishing and often visiting other tribes most of the time until the war broke out, which caused them much suffering, as the county and their reservation was in direct line of the two opposing forces. They were subject to much annoyance from the bushwhackers on the one hand, and the Kansas thieves and jayhawkers on the other, until they left and went to the Indian Territory in a body, where they remained until peace was proclaimed. After peace was declared about 100 of them returned to dispose of their lands.

In the treaty of May 10, 1854, each of the Shawnees receieved in severalty 200 acres of land, in any part of the reservation they might choose, surrendering to the government all claims to the remainder, which was thus thrown open to settlement.

The Indians selected the timber lands and in consequence numerous conflicts ensued over the timber. Civilized men conquered in this contention and it was not long before the white man was allowed to help himself to the Indians' timber, unmolested.

In 1857, following the earliest settlers in the county on the free trade side, are mentioned, Thomas F. Milhoan, Rymear Morgan, William Holmes, Doctor Irving Jaynes, J. D. Allen, J. C. Forrest and

R. F. Bancroft. On the pro-slavery side, Doctor J. B. Morgan, Colonel Quarles, F. H. Ellis, A. Slaughter, James H. Noonan, C. C. Carton, W. S. Gregory, Jonathan Gore, A. J. Turpin, Doctor Struck and M. F. Wells.

Very few white men, while Indians were in occupation, Doctor Thomas Johnson and family, several of them born at Shawnee mission, as follows: Eliza, A. M., W. M., Laura L., and Edna, seven in all, including Colonel Alexander S. Johnson, who was born in the first house erected near Turner, Kansas, by Reverend Thomas Johnson.

Reverend Thomas Johnson was elected a delegate to Congress in 1853. He went to Washington and remained there until after the passage of the Kansas-Nebraska bill. He was not permitted to take his seat, as his election was irregular. In 1854, he was elected from Johnson county to the Territorial legislature, and was president of the council, (equivalent to the senate). Doctor J. H. Stringfellow was made Speaker of the House. The Indians were permitted to vote, as well as whites, which was unlawful, as they were not considered American citizens at that time.

One of the first acts of this legislature was the locating of the territorial capital at Shawnee Mission. Another act was the division of settled portions of the territory into counties, and the naming of the same, and Johnson county was among the first named, for the Reverend Thomas Johnson. At this time the whole of Johnson county was within the boundaries of the Shawnee reservation, and consequently there were no towns. Other towns and cities were given proper recognition. The old road known as the Santa Fe trail, which passed through the center of the county was designated as a territorial highway, running from Kansas City to New Mexico. Another road which passed through the northern part of the county to Lawrence, Lecompton and Fort Riley was established as a territorial road, also a third one on the eastern line, running from Westport to Fort Scott.

The county is well watered with six creeks flowing into the Kansas river in the northern part of the county, while the Indian creek flowing into the Blue river, which flows southeastward into the Missouri river, drains the southern part of the county.

The first schools for whites were taught in 1857.

Early in 1858, some parties in Olathe held an election changing the county seat from Shawnee Mission, then called Gun Springs, to Olathe, but Governor Denver ordered it back to Gun Springs, as it had been changed without due lawful authority. However, in October, 1858, the same year, Olathe was made the permanent county seat.

The first newspaper in the county was the Olathe Herald, which made its appearance August 29, 1859.

In its territorial days the county was strongly Democratic, but

the first Tuesday in March, 1859, the Republicans made their first victory as the county representatives in the legislature were John T. Barton (Dem.) and John L. Burns (Rep.). Colonel Burns being the first outspoken Republican in this Democratic stronghold, and first Republican at a general election. From this time forward the Republicans continued to gain, and 1862, they elected three to the state legislature and the Democrats only one.

Charles Quantrell, with 140 men of his command, made a raid on Olathe on September 6, 1862, killing three men as they entered the town, all three belonging to the Twefth Kansas regiment. He corralled all the citizens in the public square, while his men plundered the stores. He also killed Hiram Blanchard, of Spring Hill, and Philip Higgins and Josiah Springer, when they showed signs of protest.

The first territorial Assembly, in which Thomas Johnson presided over the senate, first met at Pawnee near Fort Riley, but there being no suitable buildings for their accomodation, they immediately adjourned to Shawnee Mission. This assembly convened March 30, 1855. and Colonel Alexander S. Johnson was a member of the House.

CHARACTER OF THE TIMES

While Johnson county was the buffer county during the territorial days, as well as throughout the civil war, there were quite a few episodes, encounters, and much unpleasantness and suffering caused by raids of bushwhackers on the one hand, and red-legs and jayhawkers on the other. As far back as 1856, in August, a band of border ruffians went to the Quaker mission, stole six horses and mules and a carriage. On May 14, 1858, Montgomery and his band of followers, forced open the entrance into the house of John Evans, about three miles northeast of Olathe, a pro-slavery man, ordered him to leave the county, which he refused to do, so they took $800 in gold and other property and a watch and money belonging to Patrick Cosgrove, who was sheriff at the time.

BATTLE OF BULL CREEK

This occurred also in 1858, wherein it is said General Lane, with four hundred men, met General Reid, from Westport with 1,500 men, as reported, "A few shots were fired, when General Reid ordered his forces to fall back, and they retired to Westport, a distance of thirty miles, without a rest." An amusing story is told of what was possibly the first battle of the war in Johnson county, and possibly the only one in Johnson county, except that of Bull creek. This occurred in August, 1861. Some farmers living near the border, in order to stop the marauding and plundering that was regularly taking place possibly about every fortnight, met at the house of Gabriel Reed, and concluded to put a patrol on roads leading into Missouri. One man in the meeting objected, possibly a sympathizer of the rebels. Shortly

after this meeting Patrick Cosgrove and Joseph Hutchinson went to Little Santa Fe on official business. They failed to return at the designated hour and the next day it was learned they had been detained as prisoners. Great excitement prevailed. A company of one hundred men was immediately organized, determined to rescue them regardless of cost. After marching five miles they halted, and sent two forward to reconnoiter. While awaiting their return, the remainder spent their time in speculating upon the number of ghastly rebel corpses that would be strewn upon the prairie around Little Santa Fe, unless those prisoners were immediately released. While thus relating what wonderful valor and courage each would sustain in their pictured bloody conflict, a long black line of horsemen was discovered from the direction of the objective point of their march, and our brave warriors as suddenly losing all solicitude as to the fate of the two prisoners, whom they had been so recently quite anxious to rescue, instantly instituted a retrograde movement, towards Olathe, the rapidity of which would have done credit to most ambitious pedestrians. Upon reaching the summit of a ridge, they ventured to look back, while catching their breath, and were greatly relieved to find their pursuers were not in sight, and while part of them continued, while they saw the way was clear, about twenty of them halted and threw up a fortification of timber, six feet square and two feet high. In this the twenty awaited the expected attack but the enemy had vanished and never appeared. Upon investigation they learned that a party of friends had come out to escort Franklin and family back to Missouri and his friends. The prisoners soon returned unharmed. This has been fitly named the battle of "Blowhard."

Jennison made a raid on Olathe very soon after this.

Outside of these skirmishes, Johnson county was not involved in the war to any great extent, so far as any blood was shed in the county, but she furnished about 500 soldiers in the aggregate during the war to the Union army. An entire company was organized and joined the 15th Kansas regiment under the command of C. R. Jennison, the notorious jayhawker. It was composed of veteran soldiers, veteran red-legs and veteran jayhawkers. This regiment was in the "Battle of the Blue" and a portion of it under the command of Lieutenant Colonel Hoyt made one of the most gallant sabre charges during the war.

Olathe is the Shawnee Indian word for "Beautiful." March 26, 1861, John Lockhart represented the county in the senate and in the house was J. E. Corliss, J. F. Legate and J. E. Hayes.

BLACK BOB RESERVATION

As the history of the Shawnee Mission is the first and leading feature belonging exclusively to Johnson county before the war, so

the most interesting history, also exclusively belonging to the county after the war, is centered in the relation of the Black Bob reservation. This reservation was located in the southwestern part of the county near the junction of Tomahawk creek with the Blue river. This reservation was deeded to the Shawnees in the treaty of May 10, 1844, consisting of 33,392.87 acres of very fine, rich land. In the treaty of May 10, 1854, this tract was receded to the government and then 200,000 acres were retroceded to the Shawnees in severalty. The Shawnees had divided into two bands, the "severalty or head-right" community, who selected their lands in severalty, and the "Black Bob" band, who chose to hold them in common, and under the treaty gave them the right to select 200 acres at any future time as "head-right."

At the beginning of the war, on account of the continued harrassment from the raiders on either side of the conflict, the Shawnees abandoned their lands and settled in the Indian Territory, and immediately after the close of the war the disbanding of the armies, and consequent rush for homes in the new state, the abandoned lands of the Shawnees were quickly occupied by the settlers, in 1865-'66, and every quartered section was occupied.

From the wording of that treaty and the abandoning of the land by the Indians, the shrewd land speculators saw an opening in which real money could be acquired. General Blunt, J. C. Irvin and Judge Pendery formed an organization to exploit these lands known as the "Black Bob" lands, presumably from the name of their leading chief. This organization began operations in October, 1867.

Messrs. Blunt, Irvin & Company became satisfied under the treaty an Indian having complied with the treaty regulations had a right to sell his lands. The rules which governed the land commissioner for the Indians were: "That the consideration mentioned in the deed was a fair one, that the amount so mentioned had been paid to the grantor by the grantee, and that the tranaction was free from fraud." The Indian agent was required to attach his certificate showing all this was regular.

After the Shawnees were satisfied peace had been restored, they sent about one hundred of their most intelligent men back to their old homes in Johnson county to dispose of their lands. They found their lands occupied by settlers that had rushed in after the war, and the situation being thus complicated, they found some difficulty in making sales, thus giving a great opening for the land speculators.

In 1867, certain Indians received their patents and sold to different parties, the first sale being made on October 28, 1867, to J. C. Irvin, an aggregate of 3,600 acres, the next sale on November 7, 1867, to two settlers, William H. Nichols and John Wordens, and others prior to January 11, 1869 as follows: Wm. Thomas, Ed. F. Robinson, Wm. S. Duffield and Wm. L. Quarles all of which covered patent lands, the average price of which was $4.80 per acre.

While the speculators were negotiating with the Indians and securing title to these lands, two protests against further issues of patents to Indians, setting forth frauds were being perpetrated and Indians swindled out of their lands by speculators having been received by the government, acting commissioner Nix, on December 13, 1867, telegraphed Agent Taylor to suspend delivery of patents to Indians.

Some settlers accepted patents from the Indians, but the majority refused, demanding title direct from the government. They continued to improve their claims and fine farms. Both settlers and speculators kept their agents in Washington for some years, looking after their respective interests, one asking for confirmation of their titles, the other to set aside the Indian patents. Suits in equity were finally ordered by congressional resolutions, and these were brought in 1880, and some were still pending for many years.

These Black Bob Shawnees, when they sold, moved to the Indian Territory, and united with the Cherokees. Many of them who did not sell remained in Kansas without a home, as their lands were occupied by trespassers.

A report of Superintendent Hoag, in 1870, sets out very conspicuously, the condition of these Shawnees, and the comments of the writers in Kansas history tells in short the story as follows: "The settlers and speculators have all through freely indulged in the application to each other of exceedingly uncomplimentary epithets: politicians have found the question of the title to Black Bob lands a fruitful source of personal controversy and warfare, and as a result of the manner of the management of the whole matter the Indian has certainly suffered most cruel wrongs, no matter in whom the title to the land may ultimately be decided to inhere."

RAILROAD CONVENTION, TOPEKA, OCTOBER 17, 1860

In order to show the standing of Johnson county in 1860 in relation to other counties of Kansas, the greatest railroad convention in Kansas prior to the war, is here given. The call for this convention was published in the Atchison Champion, with 341 signers. One hundred and fourteen were present from nineteen counties as follows: Atchison 16, among them being S. C. Pomeroy, John A. Martin, Geo. W. Glick, B. F. Stringfellow and others. Breckinridge 2, Allen 2, small counties 5, 4, 1, Leavenworth 10, small counties 3, 2, 1, Douglas county 20, small counties 6, 4, 4, 3. Wyandotte 13, Shawnee 16. Douglas was the only one surpassing Johnson in its delegation. The keynote of this convention was harmony, and Governor W. Y. Roberts made an eloquent appeal in his opening address as chairman, but when Thomas Means of Leavenworth made an address of more than an hour, setting forth the claims of Leavenworth as the only metropolis of Kansas, the harmony was quickly dissipated, and the Leavenworth delegates withdrew from the convention.

KANSAS HISTORY FROM HISTORICAL SOCIETY

It is not our province to criticise or question in any way, the write-ups on Kansas history which have been published by the great commonwealth, but some of the writers who are quoted paid no more regard for the accuracy of their statements, than if writing an ordinary newspaper article, hence we are not surprised at Stucker's statement in his preface, declaring in substance, the historians of Kansas were acceptable applicants for membership in the Ananias Club. For instance Captain H. E. Palmer, of the Eleventh Kansas regiment, made erroneous statements when, on page 441, Volume IX, he speaks of going into Westport on the night of October 22, 1864, from Shawnee Mission, when Westport was occupied by the Confederates. Shelby never entered the town. Another loose statement when he says his "7,000 Kansans had held Price's army of 35,000 in check for five days, so they had marched only fifty miles." He gave Price 25,000 men as he crossed the Arkansas river. He also places Pleasanton at Byram's Ford with 12,000 cavalry.

According to Palmer, Quantrell and Anderson were not the first to raise the black flag during the war, for he speaks of its being used by men of his command in July, 1861, when they made seven Confederates dig their own graves before shooting them. He tells of the organization of the Seventh Kansas cavalry, October 28, 1861, under Charles R. Jennison, known as Jayhawkers. He tells of their first raid into Missouri, and as they returned "through Kansas City, nearly all were dressed in women's clothes, old bonnets and outlandish hats on their heads, spinning wheels and even grave stones lashed to their saddles, their pathway through the country strewn with (to them) worthless household goods, their route lighted by burning homes. This regiment was little less than an armed mob until Jennison was forced to resign on May 1, 1862. As might be inferred, this man brought only disgrace to Kansas soldiers."

"He was a coward and murderer, and for shooting, while commanding the 15th Kansas cavalry, four brave Kansas state militiamen, October 23, 1864, was tried in June, 1865, by court martial by Major General George Sykes and myself as junior member, and sentenced to death. The death sentence was changed by the commander of the department to imprisonment for life, and finally, through the influence of Senator James H. Lane with President Andrew Johnson, to simply a dishonorable dismissal from service."—Page 460, Volume IX—State Historical Society.

CHAPTER XXX

WYANDOTTE COUNTY

Division of Tribes or Stocks. Names and Locations: The Wyandottes, on St. Lawrence. Senecas Friends, Legend of Their Enmity. A Century of War. Great Reduction of Tribe. Settlement Near Niagara Falls. Huron Confederacy. Their High Rank. Driven Into Great Forest by Iroquois. Settlements Around French Forts, Michigan and Ohio. The Sioux, Very Small Tribe, 1721. In Wars, 1754. Pontiac, 1762. Treaty of 1785. Census of 1795. Treaty of 1819. John Stuart. Missionary Influence. White Encroachment. Move to Wyandotte, 1843. Bought from Delawares. Cost $46,800. $1.87½ Per Acre. Kansas-Nebraska Bill. Contention of 1853. Treaty of 1855. History Closes as a Tribe. Wyandotte County. Organized Town of Wyandotte. Old Quindaro.

Our limited space, and the abundance of historical facts extant, necessitates the compilation of the authenticated relations in regard to the aborigines, or pioneer settlers of Wyandotte county, must be brief and synoptical in its treatment.

To the deep student upon the tribes of Indians first found on the American continent, some large and powerful, some small and possessing very limited territory, and seemingly each tribe having its own language or dialect, distinct and different from all others, until the dialects or varieties seem infinite, yet at this day the researchers in this line have discovered they are reducible to a few primary stocks.

Naming briefly some of the leading groups or stocks, the most northern group is now known to belong to the Eskimeau stock, occupying small strips of territory along the coasts of Greenland, Alaska and British Columbia.

The second group, comprising the Algonquin stock, possessed a much larger territory, extending on the north from the Atlantic to the Rocky mountains, but gradually narrowing to a mere coast strip in Virginia and North Carolina and ending at the Neuse river.

The third great group was known as the Iroquoian family, which bordered very closely, and sometimes within the borders of the Algonquins. The Iroquois proper were orginally found around Lakes Erie and Ontario, stretching considerable distance inland, being closely connected with some other inland tribes.

The smaller tribes on the eastern coast, on the lower Susquehanas and on the rivers in Virginia bearing their names were the Notaway and Meherrin tribes. In North Carolina we meet the Tuscarrora on the lower Neuse, and still farther to the southwest in the Alleghanies, were the Cherokees, whose territory covered much of the gulf states.

The Muskhogean stock was found in Georgia, Alabama, Mississippi, and parts of Tennessee and Florida. West of all these were found the Sioux, or Dakotan stock, extending in general from the

Mississippi river to the Rocky mountains, and from the Saskatchewan to the Arkansas rivers.

In the early colonial period of our country, in which the two greatest nations of the old world, France and England, were the chief nations in the colonization of the territory occupied by these original tribes, it naturally fell to the choice of the two most prominent of these leading stocks or families to cultivate the friendship of these colonizing nations.

In the early struggles for mastery of the domain of the new world, thus subject to settlement, the Algonquin tribes were allied with the French while the Iroquois were considered friends of the English, or active allies, with the exception of one tribe, and that one tribe was the Wyandotte.

Their country was peculiarly situated, rather placing them in the center of the conflict, or rather in today's language, they appeared to be a "bumper nation." They were known as excellent fighters, and the French, through their missionaries, succeeded in making an alliance with them, as they had lost their friendship with certain tribes of the Iroquois. From that time the Wyandottes were sought, for their influence in the development of the colonies was of great importance.

The Wyandottes have been known by a number of names. One of the Jesuit missionaries called them Lalemant, while other writers have given them other names such as: Tionoutates, Diondaddies, Etionoutates, etc., but the French explorers, who were the first to visit the tribe, gave them the name of Hurons, or "Shock-heads," from the heavy, bristly hair which covered half their crowns. Another name given them, on account of the superior quality of tobacco they produced was Nation du Petun (Tobacco Nation). They were known to others as Wandat, or Wendot, a word meaning simply, "of one speech." This being corrupted by the English to Wyandotte or Wyandot.

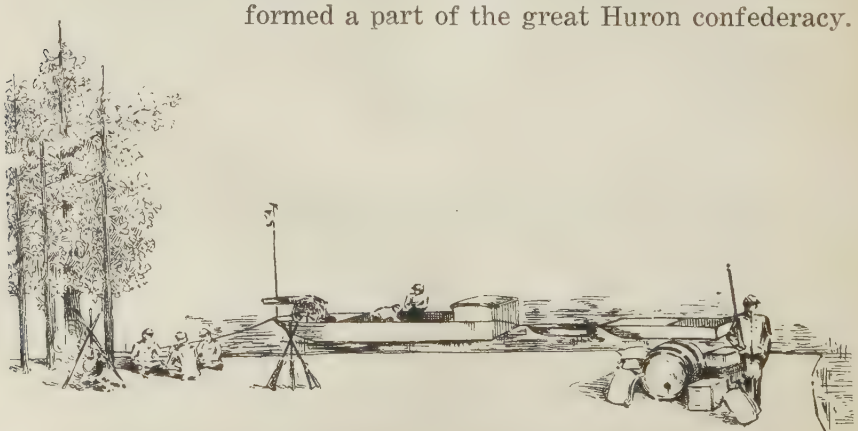
Their history since the beginning of the seventeenth century is well known, but previous to that time their traditions must be separated from the many myths of Indian lore.

From these their ancient home is traced to a region between St. James Bay and the coast of Labrador, north of the St. Lawrence river. From here their first migrations were southward, first where Montreal stands and along the banks of the St. Lawrence, from Ottawa river to a large lake below Quebec. The Senecas lived on the south side of the St. Lawrence, and east of them were the Delawares, and west the Ottawas. It is not known just how far back when the Wyandottes first made their settlement on the north bank of the St. Lawrence, but about the beginning of the sixteenth century their traditions assert they met Cartier, the first French explorer, in his explorations of the St. Lawrence in 1535.

A legend of the Wyandottes states, notwithstanding the long friendship existing between them and the Senecas, a deadly war originated between them, because of many murders committed by a Wyandotte warrior. It is related this man sought a certain woman for his wife, but was refused, because he was not known to be a warrior, as he had never been known to go out with a war party, and return with any scalps of an enemy slain in battle, attached to his belt. To overcome this handicap, and comply with the conditions imposed upon him, to gain the woman for his wife, he raised a small war party, and starting upon the war-path, fell upon a party of Seneca hunters, killed and scalped a number of them, and this resulted in an immediate war between these hitherto friendly tribes, that lasted more than a century. There were many treaties of peace made, during this century of bitter warfare, but only to be broken, when one or the other side saw an opportunity to gain an advantage.

From two powerful nations they were greatly reduced, and fearing complete extermination, the Wyandottes decided to migrate, and passing up along the St. Lawrence, and the south shore of Lake Ontario, they came to Niagara Falls and remained there for many years, but the Senecas moving westward in New York state, they were again forced farther westward. Their next settlement was near the present site of Toronto, Canada. This was a very rich country, and because of the abundance of food, they gave it a name which meant "a land of plenty." The Senecas were relentless, and following their trail compelled them to move on, and in this move farther north they settled among the Hurons, and while the Hurons had not invited them to settle among them, they were unsuccessful in their attempts to drive them farther away.

It is in this settlement that the Jesuit priests first found them, when they visited the Hurons in the beginning of the seventeenth century. They dwelt in several large villages in a narrow district between Lake Simcoe and Georgian Bay, and they formed a part of the great Huron confederacy.



FIRST FERRY QUINDARO TO PARKVILLE, 1856 TO 1860.

The Jesuits estimated the total population of the Huron confederacy at ten thousand. From the Jesuit writing of them at that time, their estimate of them as a tribe was very high, for they wrote that "they were deemed the oldest in lineage, and highest in civil rank." Their chief surpassed all chiefs in pomp and dignity. Champlain, after whom Lake Champlain in New York was named, in 1615, persuaded the Huron confederacy to go on several war expeditions against the Iroquois, with the disastrous result, that the Iroquois defeated them in every encounter, and in 1649 the Huron confederacy was destroyed, and their lands laid waste. The Wyandottes, the last to be overcome by the Iroquois, sought safety in flight. They finally settled upon the island of Michilimackinac. They were soon joined by refugees from other tribes, the Ottawas and Algonquins, but these fugitives had been with them but a short time, when the Iroquois attacked them, when they moved in a southwestern direction coming to the territory of the Illinois, at that time a very formidable tribe.

In the Jesuit relations, 1659-60, this reference is found. "Among other things they saw, six days' journey beyond the lake (Superior) toward the southwest a tribe composed of the remnants of the Hurons of the tobacco nation (Wyandotte) who had been compelled by the Iroquois to forsake their native land, and bury themselves so deep in the forests, that they could not be found by their enemies. These poor people fleeing, and pushing their way over mountains and rocks, through these vast, unknown forests, fortunately encountered a beautiful river, large, wide, deep, and worthy of comparison with our great St. Lawrence. On its banks they found the great nation of the Alinuwes (probably the Illinois), which gave them a very kind reception." They remained here but a short time, and pushing their way westward reached the Mississippi, within the territory of the Sioux.

The Sioux soon drove them farther until they reached the southwestern extremity of Lake Superior, where they settled on Point Saint Esprit, or Shagwamigon Point, near the island of the Twelve Apostles. In 1669 James Marquette was sent to take charge of this mission. He says: "The Hurons (or Wyandottes) to the number of four or five hundred souls, are nearly all baptized, and still preserve a little Christianity."

They remained here until 1671, but were compelled to leave by the Sioux. They again returned to Michilimackinac, not on the island, but settled at St. Ignace, now Graham's Point on the north side of the strait. A writer here says of them: "The Hurons (Wyandots) and Ottawas are thorough savages, although the Hurons still retain the forms of the Roman Catholic Christianity."

"These people," writes Cadillac, "are reduced to very small number, and it is well for us that they are, for they are so ill-disposed, and mischevious, with a turn for intrigue and a capacity for large undertakings. Luckily their power is not great, but as they cannot

play the lion, they play the fox, and do their best to make trouble between us and our allies."

Their next move was to the present site of Detroit and there is quite a legend in connection with the Wyandots in this move. The French used their influence and cunning to bring about this last move. The French had established forts in Ohio and Michigan, and they were anxious to have them near these forts. In connection with this move, or during the move it is said, they lost their Chief Suts-tan-ra-tse, a grandson of their great chief, and the last of the ancient line of head chiefs, of pure Wyandotte blood. They were now reduced to two villages, about fifteen hundred people, and only three hundred warriors.

Charlevoix in 1721 says of them that "they are still the soul of the councils of these different tribes, and still assuming the right of sovereignty over the country from the Great Lakes and the Ohio as far west as the Miami river.

During the long struggle between England and France, the Wyandots were always allied with the French and regarded by them as the bravest and most powerful of their friends.

The defeat of General Braddock's army near Fort Duquesne in 1755 was caused by the Wyandots, Chippewas, Ottawas and Pottawatomies, and in 1758 the same tribes captured Fort Duquesne.

In Pontiac's war in 1762-63, the Wyandots and the Algonquin tribes played an important part, and particularly in 1763 at the Battle of Bloody Bridge, displayed their valor and bravery in a highly marked degree. In 1764, about the close of the war, Colonel Bradstreet estimated two hundred warriors signed the treaty of peace.

The Wyandots in the Revolutionary war, having a population of nine hundred, and one hundred and eighty warriors were allies of the British.

SHAWNEE METHODIST MISSION AND FIRST LABOR SCHOOL, 1830.
S. W. ¼, S. 24, T. 11, R. 24.

The most important treaty ever made by the Americans with these Indians was made at Fort McIntosh on the Ohio river, January 21, 1785, soon after the close of the Revolutionary War. This is probably the first treaty they had ever made with the Americans, and also the first in which they were called upon to accept a written contract, in which the friendly disposition of the government was shown them, and also the demonstration that the government was prepared to enforce its mandates. Notwithstanding their signatures had been given to the treaty, in apparent good faith, their faithfulness was broken in six years, for in 1791 they were found taking an active part in disastrous effect of St. Clair, and in 1794 the Wyandots were found among the Indians defeated by Anthony Wayne. At the close of this war they again signed a treaty at Greenville, Ohio, in 1796, and at this time ceded the government a few tracts of their territory, receiving one thousand dollars in pay for the same.

A census taken in 1795 by Colonel John Johnston, the U. S. Indian agent, gave their total population as twenty-three hundred. The next war, 1812, the Wyandottes were divided in their alliances. Those living in Ohio, remaining friendly to the United States, but those living in Michigan allied themselves to the British. At the close of this war these latter settled permanently in Canada, while those in Ohio remained about the western end of Lake Erie, their Ohio lands being located in what is now Wyandotte county.

In the final treaty of 1819 the Wyandots ceded to the United States a large tract of their territory, for which the government agreed to pay them four thousand dollars annually forever. Some of the most prominent members of their tribe were given certain sections of land. An agent was appointed to live with the tribe, and look after its interests. This agent supervised the erection of a grist mill and saw mill upon their reservation, and provided and maintained a blacksmith shop for the Wyandots and Senecas, for their old friends, the Senecas, were included in these provisions, and damages were paid them for their property on account of the war.

John Stuart, a mulatto, is recorded as the first Methodist missionary to the Wyandotte Indians, and introduced Methodism to them in the year 1816. He was not an ordained minister, but went among them, gaining much influence over them, but he was finally forced to leave them in 1817, and the work was continued by an appointee of the conference, the Reverend James B. Finley, in 1819, who was successful in building a substantial church very shortly after his arrival, which was erected by the government.

This date shows the civilizing influence of the church and government had been exercised over this nation for more than twenty years in their Ohio settlement, before their final transfer to the West.

The ever increasing white population in the states of Ohio and Michigan were encroaching gradually on the reservations of the Indians, and in order to give them a permanent home more to their liking the government was continually kept busy looking for a suitable place to remove these people, where their simplicity of customs and manners, could be continually enjoyed, without friction of their white neighbors. With every precaution, necessary for permanent satisfaction to the tribe, after the government had shown the new lands to the leading men of their tribe, the final transfer of the tribe to their new home was determined when they ceded all their lands in Ohio and Michigan to the United States by a treaty concluded, and all signatures attached on March 17, 1842. All other tribes in Ohio had been transferred at different times prior to this date, thus making the Wyandottes the last tribe to leave their territory in the State of Ohio. This treaty was signed at Upper Sandusky, Ohio. While the government had taken every precaution believed necessary to carry out the provisions of this treaty, believing they had many thousands or millions of acres of unoccupied lands in the territory west of the Mississippi river, yet the removal of the Indians from the various states, had been so rapid, they had some difficulty in finding a single body of land upon which to locate this nation.

The government had agreed in this treaty to set apart a reservation of one hndred and forty-eight thousand acres of land west of the Mississippi river, and in addition to pay this tribe a perpetual annuity of seven thousand dollars and five hundred dollars per annum for the support of their school, also to pay for all improvements made by them upon their lands, and to assume all debts which had been contracted by the tribe in favor of citizens of the United States.

A blacksmith shop was to be erected and fully equipped with tools, a blacksmith and an assistant were to be provided. Ten thousand dollars was granted them for their removal expenses, five thousand for the first detachment, and the remainder when all had been placed on their new reservations.

At the time of removal their total population was eight hundred, so that their quota of land was one hundred and eighty-five acres each.

The government had promised by this treaty one hundred and forty-eight thousand acres of land, yet such a large tract of unoccupied land was not available, so that it was necessary to purchase homes from some of the tribes, who had settled in the new territory prior to this time, so before leaving Ohio they made a treaty with the Shawnees, whose reservation was then located in Kansas. One of the provisions of this treaty was that a strip of the Shawnee territory running alongside of the state line of Missouri, south from the mouth of the Kansas river, should be given the Wyandottes. The Shawnees repudiated this treaty, and the Wyandottes responded to their com-

plaint, saying, "When the Shawnees were homeless in Ohio, the Wyandottes had spread a deer skin for them to sit down upon, and had given them a large tract of land, and now, when the Wyandottes are without a home, the Shawnees would not even sell them one." Many years before the Wyandottes had given a portion of their territory back in Ohio to the Shawnees and Delawares.

The whole tribe of Wyandottes, about seven hundred people, set out for Kansas, reaching there in the summer and fall of 1843. They immediately purchased from the Delawares, their old friends, who had removed to Kansas in 1829, a tract of land, thirty-six sections in the forks of the Kansas and Missouri rivers, all of which was located in Wyandotte county. For this they paid $46,800, and the Delawares added three sections, making a total of 39 sections. This land was purchased at the rate of $1.87½ per acre, or fifty per cent higher than the government price of land of $1.25 per acre as it was sold at that day in Missouri and Kansas. The Wyandottes were civilized, only about one hundred of them being pagans, and in all the courageous virtues, admonitions, etc., they were far superior to any tribe or nation that had preceded them in the settlement in Kansas.

They had a Methodist Church with a membership of two hundred and fifty, and a lodge of Free Masons with a small membership.

KANSAS-NEBRASKA BILL.

About this time the agitation of the Nebraska bill began in Congress, and the Indians slowly began to comprehend its meaning, that is so far as it might effect their future home, for when these reservations were given them, and all its liberal provisions outside of their subjection to their Indian agent, they were practically free from many states and territories. They desired to be free to roam the prairies at will, to hunt the buffalo and other wild game that was abundant at that time. They had no desire to see the white man encroach again upon their hunting grounds.

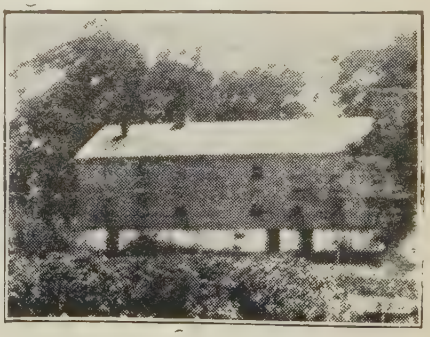
They heard all the talk about admitting the land as a territory, and if it was admitted, they feared the government could not carry out the provisions in their treaty, such as that their lands were theirs forever, and could never be taken as a part of any territory or state. This feeling of uneasiness kept them in a state of great anxiety, and culminated in their calling a congress of the eleven tribes composing their confederacy.

The immediate tribes in the Kansas Territory assembled in this congress at Leavenworth, and the Sac and Fox tribes were also represented, but as they had been ancient enemies of the Wyandottes, a speech made by one of the most eloquent men of their tribe, afterward known as Governor Walker, aroused suspicions in the minds of the representatives of the Sac and Fox tribes, and becoming alarmed they withdrew from the congress.

The old confederacy was reorganized and the Wyandottes were reappointed at its head and again made keepers of its council fire. While the Indians at first were opposed to any territorial government, after becoming more familiar with the reasons advanced for the change, the advantages and betterments which would accrue to them, especially the enhancement of the value of their lands, and when apprised of the possibility of the Pacific railroad passing through their lands, the Wyandottes as the leaders of all the Kansas tribes, were the leaders in advocating this change.

The Wyandottes as head of the confederacy determined to call a convention to be held on the anniversary of their ancient "Green Corn Feast," and therefore set the date August 9, 1853. After this determination they dispatched invitations to all the tribes to send delegates, and all white men then residents of the territory were invited to come and participate in the proceedings of this convention. Before this convention assembled on July 20, 1853, a convention was called in the interest of the central route of the proposed railroad to the Pacific coast, and at this convention it was decided to hasten the organization for the territorial government. The resolutions adopted by this convention were preparatory for the constitution of the provisional government of the territory, and they went so far as to select the provisional governor, and that man was William Walker. Governor Walker was an eloquent leader and member of the Wyandotte nation. He was a gentleman of high education, refinement, and great strength of character, and one of the most influential men of Kansas during its territorial days. The action of the delegates in this territorial convention is thought by many, to be one of the most important ever had in Kansas, and in order to give the proper setting, as regards the future of Kansas, its significance is here given in the words of William E. Connelley, state historian: "Abelard Guthrie declared that Kansas was the arbiter of the destinies of the republic. At the time of the adoption of our Constitution, slavery was not molested, but was suffered to remain one of the institutions of a government, set up for liberty and perfect freedom of mankind. But even at that time the

Shawnee Baptist Mission and Printing Office, 1832.



Shawnee Quaker Mission, 1834.

principles and theories of the puritan and the cavalier were antagonistic on this point. Who could have conceived that the spark to ignite the fires destined to burn away this foul barrier to perfect freedom was to be struck out by a people, who were at the time of the formation of our government pagan savages, and that this should transpire in a land which was at the same time no part of our common country? Yet such is the potency of our institutions that in less than three-quarters of a century, this remote possibility became a remarkable fact.

"He would be rash, indeed, who declared that this movement was the cause of the rebellion, but that the organization of the provisional government for Nebraska Territory was the immediate cause, the precipitating event of the passage of the Kansas-Nebraska bill, the repeal of the Missouri compromise, the pro-slavery and free state conflict in Kansas, and finally the war of the rebellion, I believe capable of demonstration beyond doubt or question.

"The Wyandottes as head of the Northwestern Confederacy of Indian tribes moved for this provisional government for the Nebraska Territory. This antagonized the plans of the slave power for that country. This premonitory movement inaugurated at the mouth of the Kansas river, gathered strength. It raised its head in Washington, and its voice was heard in the halls of Congress. It became formidable through the circumstances enumerated herein. It forced the conflict. The slave power mustered every resource for the final struggle, which it foresaw must be a desperate one for its existence. But it foresaw also, if it retained an existence, it could thenceforth dominate the nation. Its first aggressive act in opposition to this movement was the introduction of the Kansas-Nebraska bill.

"The second was the repeal of the Missouri compromise. At this stage the conflict became national, and the little band at the mouth of the Kansas, whose action precipitated the struggle had nothing to say in its settlement until it came to open blows, and became a question of the life of the nation."

In the war with Mexico, as well as in the Civil War, a few of the Wyandottes were enlisted in the Union armies, and they made good their enviable record handed down from their colonial ancestors.

In the early part of March, 1855, another treaty was made and signed by the Wyandottes in which they ceded their thirty-nine sections of land back to the government in order to become citizens of the United States. The land was then given back to them under a new and better title; that is, declared open to allotment on a fee simple patent. A few places were not conveyed, two acres apiece to the two Methodist churches, the public burial ground, and four acres adjoining the Wyandotte ferry. They were to surrender all claims, which they held under previous treaties, and in consideration of this release the general government agreed to pay to the individual mem-

bers of the tribe the sum of $380,000. They were to receive in severality the sum of $100,000, which had been invested, according to provisions of the treaty of 1850. The old Huron burial ground was included.

A reference to the reservation in some of the old treaties is shown in the following: "None of the lands to be thus assigned and patented by the Wyandottes shall be subject to taxation for a period of five years, from and after the organization of a state government over the territory where they reside; and those of the incompetent classes shall not be alienated or released for a longer period than two years, and shall be exempt from levy, sale or forfeiture until otherwise provided by state legislation, with the assent of congress."

There was a new provision in this treaty peculiar to it, in that the members of the tribe were divided into two classes; the competents and the incompetents, reckoned as to whether they were sufficiently intelligent, competent and prudent to control and manage their affairs and interests.

Unconditional grants and patents were given in fee simple to the competents, but the incompetents had a proviso holding their lands for five years, and then delivered to them only by the consent of the President of the United States. The commissioner of Indian affairs could hold them so long as he thought proper.

This was the cause of a great deal of dissatisfaction, among the incompetents, as they claimed it was a shrewd way the leaders had to secure possession of all the lands of the tribe.

The incompetents became so tired of these conditions and the dissatisfaction being so universal the government made a new treaty in 1868 placing all back in their tribal relation who desired the change, and over two hundred of them moved to a new reservation of twenty thousand acres as follows: "To be bounded on the east by the State of Missouri, on the north by the north line of the reservation, on the west by the Neosho river, and running south for the necessary distance to contain twenty thousand acres, thus giving them one hundred acres apiece.

The United States agent writes of them as late as 1872, that is of the two hundred, and those who joined them, assuming again their tribal relation, as follows:

"They (the Wyandottes) are poor, and having no annuities, and but little force of character are making slight progress in industry and civilization. They have been lately joined by members of the tribe who under the treaty accepted citizenship. Those desiring to renew their relations with their people, have again been adopted into the tribe. Inasmuch as the newcomers are decidedly superior in point of industrial attainments, education and energy of character, it is hoped the condition of the tribe may be improved by their accession."

At this writing the Wyandottes are nearly extinct as a tribe, possibly not a full blood now living.

This closes their history as a tribe, and any mention of them hereafter may be as citizens of Wyandotte county, Kansas. There were many noted Indians in the Wyandotte tribe, who becoming citizens of the United States, under their allotments of land, became wealthy and influential citizens, and one of the most noted so far as his shrewdness in clinging to his land first allotted him, was that of Matthias Splitlog, who was allotted 207 acres by the Federal government in 1844, and February 8, 1877, he sold the greater part of this tract to a syndicate of Kansas City purchasers, for the sum of $170,000. At that time he was living in the Indian Territory, having disposed of all his property here except about eleven acres, and was said to be worth at least one-half million dollars.

WYANDOTTE COUNTY

When the Territory of Kansas was organized Leavenworth county included Wyandotte county, and it remained a part of it until Wyandotte county was organized by an act of the legislature, January 29, 1857, and was thus described: "Commencing at a point in the middle of the channel of the Missouri river, where the north line of the Delaware reserve intersects the same, running thence west on said reserve line to the line between ranges twenty-two (22) and twenty-three (23); thence south on said range line to the south boundary of Leavenworth county, thence easterly, on said boundary, to the middle of the main channel of the Missouri river, thence northwesterly with said main channel to the place of beginning." Also that portion of Johnson county, lying north of the township line between townships eleven (11) and twelve (12) east of range twenty-three (23)." It was formed from the southeastern corner of Leavenworth county, and is the smallest in the state of Kansas. It is bounded on the north by Leavenworth county, on the east by the Missouri river, on the south by Johnson county, and on the west by Leavenworth county. It was named from the Wyandotte Indians who first settled in it late in 1843. The general surface of the county is undulating with high bluffs skirting the Missouri and Kansas rivers. In the early settlement of the county, along the streams it was heavily timbered with cottonwood, hickory, oak, elm, walnut, ash and other varieties common to forests of Missouri and Kansas river valleys. The Kansas river forms a part of the southern boundary, then flowing northeastward to the Missouri river. Springs are found in all parts of the county, and fine well water is obtained at an average depth of thirty-five (35) feet. The soil is admirably adapted to fruit raising, and grains of all kinds are raised, while its bottoom lands along the Kaw river, are known to to be excellent for raising potatoes.

Lewis and Clark speak of discovering a very old Indian village on a site just east of White Church.

Our Missouri history gives Chouteau's first settlement at Randolph Point in 1821, but Kansas historians give a date of 1812 when the Chouteau brothers first built their trading post on the north side of the Kansas river, in Wyandotte county, about six miles from the mouth of the stream. Cyprian Choteau established several other posts on the north side of the river, and it was at these posts that General John C. Fremont fitted out his first expedition in 1841.

Charles Le Seuer, after an exploration of the Mississippi river, is said to have explored the Missouri river, and reached the mouth of the Kansas river in the year of 1703.

The first Methodist mission established in Wyandotte county was in 1831—among the Delaware Indians, one of the missions established by Reverend Thomas Johnson and his brother William Johnson, and the next year the Baptists established their mission. The first church in the county in 1832 was built where White Church now stands. The missionaries were the first whites to locate pernamently in the county. The village or settlement of Wyandotte was started by the Wyandotte Indians in 1843, by the erection of a company store and a cabin agency for the United States Agency.

J. W. Armstrong opened the first school in Wyandotte July 1, 1844, in a frame building on Fourth street, sometimes called the "Council House" for in it the tribe held their council meetings.

Hiram M. Northrup and Margaret Clark, the daughter of the Wyandotte chief, were married in the fall of 1843, the principal event that occurred the first year of their arrival from Ohio. They early turned their attention to fruit, setting out many trees in 1845.

The split in the Methodist church reached the western border early in 1843, when a Methodist missionary preached a sermon against emancipation, and four years later the Wyandotte church voted to adhere to the M. E. Church, South, the antagonism of those not willing to acknowledge their adherence to the church south caused a split, and when the M. E. Church sent a member from their conference, he was resisted and not permitted to hold services in the church. He held services out of doors, until a second church was built in 1848. This discussion in the church caused much drunkenness, and disorder among the Indians, and the first temperance society was organized and the same year, 1848, the first log jail was built.

In 1849, the Chouteau trading points were the outfitting posts for many thousands, that were passing through the county to California and also many Mormons on their way to Utah. The principal crossing of the Kansas river was then at the Delaware crossing, eight miles west of Wyandotte, noted in the earliest days of the territory, that is in the election of 1857, where the delegates to the Lecompton conven-

tion had little trouble in securing votes, while the river was in a fordable condition.

WYANDOTTE COUNTY ORGANIZED

The county was regularly organized February 25th, 1859, the county seat being Wyandotte. The first bridge built by popular subscription was made in 1858, three miles above the mouth of the Kaw.

TOWN OF WYANDOTTE

Dr. J. P. Root in an interview to a Kansas historian, says of the founding of Wyandotte that, accompanied by Thomas P. Eldridge, he came from Lawrance in December, 1856, for the purpose of locating a townsite for a company of eastern friends and capitalists. The main party remained in Kansas City while Root and Eldridge went over to Wyandotte to look over the site. They spent the night at the home of Silas Armstrong, and in the morning proceeded to view the ground. They found a variety store owned by Isaiah Walker, who was also the postmaster, on the north side of Nebraska avenue, between 3rd and 4th streets. This same building was afterward used as the first court house.

The surveyor laid off the town by making four avenues, 100 feet wide, beginning at the Missouri river, and running through the center of the town west, two miles, the numbered streets being parallel with the river. The town built up quite rapidly, notwithstanding it had a rival in Quindaro, started the same spring, each claiming to be the future metropolis of the Missouri valley.

The shares of the town company advanced from their par value of $500 per share to $750, and again the second advance to $1,000 per share.

There were two newspapers established, the Telegraph and the Democrat, with a population of four hundred. An application was made for an incorporation of a town government June 8, 1858, and the same was granted. The city was organized with a population of twelve hundred and fifty-nine, January 29, 1859.

Ferries were established across the Missouri river at Wyandotte and Quindaro in 1857. The first bridge across the Kansas river was built in 1858, about three miles up the river. This bridge was built by a private subscription. In 1859 the territorial highway was opened from Wyandotte through Quindaro, Leavenworth and Atchison. The first grading of a railroad in the county was done by the Kansas Valley in 1859. The Kansas Pacific was built through the county in 1863 and 1864, on the north bank of the Kansas river. In 1866 the Missouri Pacific built through to Leavenworth. First Episcopal church in 1857, and the first Congregational in 1858, and school for the blind in 1867.

Having given the earliest settlement in Wyandotte county when the Wyandotte tribe was transferred from Ohio to their thirty-nine

sections of land they bought from the Delawares at $1.87½ per acre in the forks of the Kansas and Missouri rivers, and moved thereon in 1843, the next settlement in the county, and possibly the first white settlement was Old Quindaro.

OLD QUINDARO

Quindaro was founded in 1856, as the gateway to Kansas, by the Free State boomers, who came from New England, through the Emigrant Aid Society to help make Kansas free. Kansas City and Leavenworth were dominated by pro-slavery adherents, and Quindaro was opened as a gateway between them to facilitate their ingress into the interior of Kansas, as they desired a port of entry all their own.

With the announcement of the fact, and through their advertisements all over the East, that Kansas was now ready through their own gateway, with a boat-landing equal to Kansas City, they soon concentrated a greater part of the eastern emigration through Quindaro, and with the many emigration societies throughout the East, the town made very rapid strides in the very beginning toward the metropolis of Kansas. The town built rapidly, and among their first buildings was a large hotel, followed with some great stone warehouses, for as they advertized, they had a fine steamboat landing, where the current struck the rocky shore, in the center of the bend, making a boat landing similar to the natural Kansas City landing. They had a fine water front, from 160 feet to 240 feet wide and a quarter of a mile long and at either end reservations for mills, factories, and railroad shops. They expected several railroads to pass through their city, and possibly they had friends in the East, who were boosting them by writing them of the prospective transcontinental railroad selecting Quindaro as a terminal for their first road across the great American desert. The way the town was laid out showed they expected great things.

The land was purchased from the Wyandotte Indians, and was named for an Indian woman, whose name was Quindaro Brown. It was two miles west and north of old Wyandotte. The plat of the town was filed February 18, 1857. Mr. James Lyle, who was the territorial recorder at that time, found the original plat many years afterward, showing he had received ten cents as the recording fee allowed at that time.

The plat showed 5,355 lots, an evidence the founders had faith that they were beginning the future great metropolis of the Missouri valley. The town flourished for the few years of its existence, probably reaching a population of some 1,500 souls, in its four years of activity, for in 1861 the men all practically left for the army, and when they returned the Union Pacific railroad was building up the Kaw valley. The Hannibal bridge was an assured fact for Kansas

City, built a few years later, making that the only port of entry into Kansas.

It is noted in some of the Kansas histories that Quindaro was named by Abelard Guthrie for his wife, Mrs. Quindaro Guthrie, but her maiden name was Quindaro Brown, a Wyandotte Indian, who became the wife of Abelard Guthrie, the vice-president of the Quindaro Town Company. The name is translated from the Indian as meaning: "In union there is strength." They are said to have run the finest ferry boat on the Missouri river, going from Quindaro to Parkville. The first newspaper possibly in the county was established at Quindaro, named the Chin-do-wan, an Indian name meaning "The Leader," John M. Walden was its first editor, afterward a bishop in the Methodist Episcopal Church. They commenced agitating a railroad in the early spring of 1857, named the Quindaro, Parkville and Burlington railroad, to connect with the Hannibal & St. Joseph at Cameron, Missouri. They built a Methodist church. The Honorable Henry Wilson made the first speech in Kansas at the Quindaro House, upon his arrival on his way to Lawrence. He had just traveled up the Missouri river on the steamer The New Lucy, this was at that time one of the finest boats on the Missouri river. The town officers were Joel Walker, president; A. Guthrie, vice-president; Charles Robinson, treasurer; S. N. Simpson, secretary. January 1, 1857, first ground broken—several buildings by April 1st. The hotel was second largest in the territory. Quindaro was founded as a strictly temperance town, the deeds carrying a restriction against all intoxicating liquors, but in the mad rush in its quick growth some groggeries had entered, but the people soon drove them out.

When Colonel Davis quartered the Second Kansas Cavalry in the warehouses of Quindaro in the beginning of the Civil war in 1861, they gave up the struggle. The dreams of Quindaroans were broken, and their hopes had vanished, and the town was about as quickly abandoned as it had risen. Today a few of the vine covered walls of its ruins are all that is left, for the tourist to view while he contemplates the glories of what was once the prided gateway to bleeding Kansas.

The young archeologist of the future Lincoln and Lee University may here find ruins worthy of their ingenuity for experimental studies, before they start out to tackle the hidden and mysterious treasures of the Babylonian Empire, or other "Tombs of the Kings" in the ancient realms of the Egyptians.

THE GREAT SEAL OF KANSAS.